

# Hongkong Daily Press.

ESTABLISHED 1857

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A BRIGHTER OUTLOOK  
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25, Queen's Road, HONGKONG

No. 19,312- 號二十百三千九萬一第 日五初月三年申庚 HONGKONG, FRIDAY, APRIL 25th, 1920. 五拜禮 號三十月四年九國民華中 PRICE, \$3 PER MONTH.

## NOTIFICATIONS

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In Stock.  
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**PEAK TRAMWAY COMPANY,**  
**LIMITED.**

## TIME-TABLE

WEEK-DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 9.30 " "	10 "
9.30 " to 11.00 " "	15 "
11.30 " to 12.30 p.m.	15 "
12.30 p.m. to 2.30 " "	10 "
2.30 " to 5.00 " "	15 "
5.00 " to 8.00 " "	10 "
NIGHT CARS	
8.50 p.m. to 9.00 p.m.	9.20 p.m.
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.45 p.m.	
SATURDAYS	
Extra Car—12.00 Midnight	
SUNDAYS	
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	10 "
11.30 " to 12.00 noon	15 "
12.00 noon to 1.00 p.m.	10 "
1.00 p.m. to 5.30 " "	15 "
5.30 " to 6.00 " "	10 "
6.00 " to 6.30 " "	15 "
6.30 " to 8.00 " "	10 "
NIGHT CARS	
As on Week-Days	

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro Order, representing  
Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Stations	No. 4 Local	No. 6 Through Express	No. 7 Local	No. 9 Through Express	No. 11 Local	No. 13 Through Express	No. 15 Local	No. 17 Through Express	No. 19 Local	No. 21 Through Express	No. 23 Local	No. 25 Through Express
CANTON (Tai Sha Tan) dep.	7.30	8.00	8.25	8.55	9.10	9.40	10.05	10.35	10.50	11.20	11.45	12.00
SIK KUNG	7.45	8.15	8.40	9.10	9.25	9.55	10.20	10.50	11.05	11.35	11.55	12.10
Shaoh Chai	7.55	8.25	8.50	9.20	9.35	10.05	10.30	11.00	11.15	11.45	12.05	12.20
Shengshui	8.05	8.35	9.00	9.30	9.45	10.15	10.40	11.10	11.25	11.55	12.15	12.30
Wai	8.15	8.45	9.10	9.40	9.55	10.25	10.50	11.20	11.35	12.05	12.25	12.40
Taipei Market	8.25	8.55	9.20	9.50	10.05	10.35	11.00	11.30	11.45	12.15	12.35	12.50
Taipei	8.35	9.05	9.30	10.00	10.15	10.45	11.10	11.40	11.55	12.25	12.45	13.00
Shatin	8.45	9.15	9.40	10.10	10.25	10.55	11.20	11.50	12.05	12.35	12.55	13.10
Yuen	8.55	9.25	9.50	10.20	10.35	11.05	11.30	12.00	12.15	12.45	13.05	13.20
Yuen	9.05	9.35	10.00	10.30	10.45	11.15	11.40	12.10	12.25	12.55	13.15	13.30
KOWLOON	9.15	9.45	10.10	10.40	10.55	11.25	11.50	12.20	12.35	13.05	13.25	13.40

### UP TRAINS

Stations	No. 4 Local	No. 6 Through Express	No. 7 Local	No. 9 Through Express	No. 11 Local	No. 13 Through Express	No. 15 Local	No. 17 Through Express	No. 19 Local	No. 21 Through Express	No. 23 Local	No. 25 Through Express
Last Ferry	7.30	8.00	8.25	8.55	9.10	9.40	10.05	10.35	10.50	11.20	11.45	12.00
KOWLOON	7.45	8.15	8.40	9.10	9.25	9.55	10.20	10.50	11.05	11.35	11.55	12.10
Hungshui	7.55	8.25	8.50	9.20	9.35	10.05	10.30	11.00	11.15	11.45	12.05	12.20
Wai	8.05	8.35	9.00	9.30	9.45	10.15	10.40	11.10	11.25	11.55	12.15	12.30
Shatin	8.15	8.45	9.10	9.40	9.55	10.25	10.50	11.20	11.35	12.05	12.25	12.40
Taipei Market	8.25	8.55	9.20	9.50	10.05	10.35	11.00	11.30	11.45	12.15	12.35	12.50
Taipei	8.35	9.05	9.30	10.00	10.15	10.45	11.10	11.40	11.55	12.25	12.45	13.00
Shengshui	8.45	9.15	9.40	10.10	10.25	10.55	11.20	11.50	12.05	12.35	12.55	13.10
Yuen	8.55	9.25	9.50	10.20	10.35	11.05	11.30	12.00	12.15	12.45	13.05	13.20
Yuen	9.05	9.35	10.00	10.30	10.45	11.15	11.40	12.10	12.25	12.55	13.15	13.30
CANTON (Tai Sha Tan) arr.	9.15	9.45	10.10	10.40	10.55	11.25	11.50	12.20	12.35	13.05	13.25	13.40

\* Will stop at Taipei and Shengshui for First-Class Passengers on Notice being given to the guard.

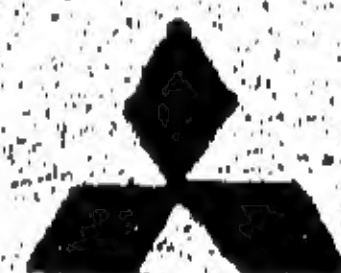
### NOTICE TO PASSENGERS

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

### SHA TAU KOK BRANCH

Sha Tau Kok	Dep.	Arr.	Dep.	Arr.
Fanling	8.50	12.00	8.50	6.00
Shatukok	9.45	12.55	8.15	6.55

H. P. WINSLOW, Manager.



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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,  
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Parson's Steam Turbines and Turbo-Alternators, &c. &c.

### NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

### GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	98 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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	No. 1	No. 2	No. 3
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Max. Length of Ship taken	460 feet	560 feet	470 feet
Max. Breadth of Ship taken	56 "	68 "	98 "
Max. Draft of Ship taken	28 "	38 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

### HIKOSHIMA WORKS (Near Shimomoseki).

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### GRAVING DOCK.

Length on Keel	263 feet 0 inch.
Width at Entrance on bottom	58 " 0 "
Depth of Water or Blocks at Spring Tide	35 " 0 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS  
are closely connected with each other, enabling them to co-operate in the prompt  
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Any Order will be promptly attended to and Estimate sent on application.

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Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

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—THREE SLIPWAYS—

Capable of Handling Ships Up

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Electric Crane at Sea Wall, Capable of

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Private Cabins and beds in Dormitories.  
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# Moutrie Piano

made specially  
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Guaranteed for

7 Years

Cheapest and most Durable Piano in Hongkong.

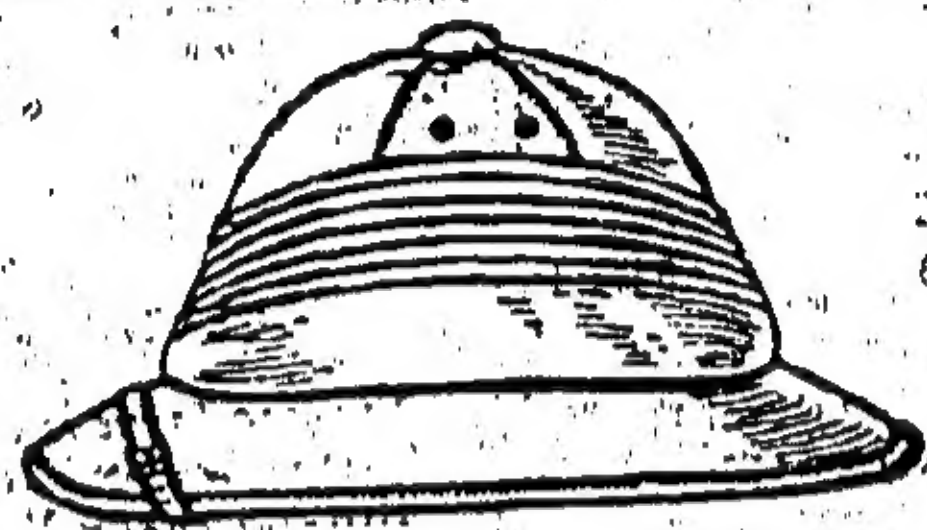
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CHATER ROAD.

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SUN



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Made with Hawkes' Self-Fitting &amp; Ventilating Head Lining.

This is a flexible, and comfortably-fitting head band, which adapts itself at once to any shaped head; and the tongue being made of rustless metal, cannot absorb or conduct grease, or give lodgement to dust, moth or other insects.

BEST QUALITY \$11.00 each. Other qualities from \$7.50 each.

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'IT' of discriminating smokers, and it  
certainly hit the mark wherever

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Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

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you need not buy a new typewriter when the type gets worn: new sets of type are inexpensive, and can be put on in 20 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

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This is but one of the many unique features of the HAMMOND TYPEWRITER, let us demonstrate to you its further advantages.

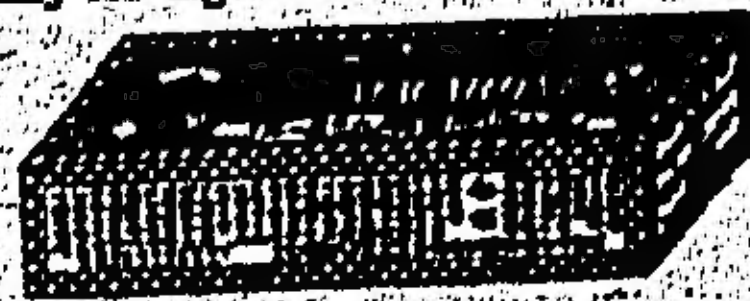
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BY taking our "ROOSTER BRAND" MACARONI PASTE STARS, EGG, NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

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### THE NEW AMERICAN MINISTER TO PEKING.

MR. CRANE'S RECORD.

WASHINGTON, February 14th. Charles R. Crane of Chicago has been selected by President Wilson for appointment as Minister to China, according to announcement to-day. His nomination will be opposed in the Senate and, with the Republicans in control of that body, it was thought to-day that his chances of being confirmed were doubtful.

The opposition to Mr. Crane, which became apparent immediately after Republican Senators heard that he had been chosen for the Chinese mission, is based on several grounds, among them the circumstances connected with his appointment as Minister to China by President Taft. Mr. Taft was obliged to ask for Mr. Crane's resignation on account of the insistence of Philander C. Knox, then Secretary of State and now a Senator from Pennsylvania, who is expected to lead the fight against confirmation when Mr. Crane's nomination comes before the Senate. Mr. Crane joined the Democratic Party after his forced resignation.

Mr. Crane had been an active Republican and a supporter of Mr. Taft in the Presidential contest of 1908. His nomination as Minister to China was confirmed by the Senate and Mr. Crane went to San Francisco to take passage for the Orient to assume his new duties. This was in 1909, the first year of Mr. Taft's administration. When in San Francisco Mr. Crane received a telegram from Secretary Knox instructing him to return to Washington to explain certain alleged indiscretions.

It was understood that about the same time the Japanese Government made inquiries of the State Department indicating that it objected to having Mr. Crane serve the United States at Peking. One reported objection to Mr. Crane on the part of Japan was an allegation that he had delivered a speech before the Asiatic Society in New York in which he was said to have expressed a belief that war might come between Japan and the United States. Another reported objection was that Mr. Crane was to take with him in a secretarial capacity, Thomas F. Millard, the owner of an English-language newspaper in China, who was strenuously anti-Japanese. Mr. Crane's Asiatic Society speech and his association with Mr. Millard were stated to be very offensive to Japan.

The main allegation against Mr. Crane was that he was responsible for a statement in a Washington dispatch to *The Chicago Record-Herald* saying that the State Department had adopted a new policy with reference to China and the Far East. Part of this policy was the floating of loans for China's benefit, which ultimately took form in the organization of the so-called Six Power Loan group. One of the first acts of the Wilson Administration was the withdrawal of Government support from the Six Power plan. The Washington dispatch in *The Chicago Record-Herald* was not seen by Secretary Knox when it appeared originally, but a Japanese newspaper correspondent in this country cabled part of it to his newspaper and comment on it in the Japanese press was sent to American newspapers and attracted the attention of the State Department.

When Mr. Crane was received by Secretary Knox the latter asked him if he had given the information on which the dispatch to *The Chicago Record-Herald* was based. Mr. Crane said that he had talked with the Washington correspondent of that newspaper on Chinese affairs, but had not given him any confidential information as to the instructions under which Mr. Crane was proceeding to China. Mr. Knox took the view that Mr. Crane had been indiscreet in his New York speech and in his discussion of Chinese affairs with the newspaper correspondent. The situation was presented to President Taft by Mr. Knox in such a way that the President was confronted with the alternative of sacrificing his Minister to China or accepting the resignation of his Secretary of State. He asked Mr. Crane to resign.

In 1915 Mr. Crane threw his support to Woodrow Wilson's candidacy for President. He contributed heavily to the Democratic national campaign. Mr. Crane has been a close friend of the Wilson Administration. He was offered several offices by President Wilson, but declined them. His son, Richard Crane, who was private secretary to Secretary Lansing, is now Minister to Czechoslovakia. Mr. Crane was a member of a special mission sent by President Wilson to investigate conditions in Siberia and Russia, and spent some time in Paris during the sessions of the Peace Conference. He had lived in Russia and was regarded as an expert on Russian affairs.

Mr. Crane was born in Chicago in 1839. He is a member of the Crane Company. Recently he became associated with Herbert Hoover and Julius Barnes in the purchase of the *Washington Herald*. N. Y. Times.

### CIVIL SERVANTS' PENSIONS.

At the last meeting of the Legislative Council of the Straits Settlements, Mr. Nutter asked:

(1) "In view of the fact that the pensions of retired Government Officers computed or recomputed on the basis of the new rates of salary will generally result in an increase of more than 50 per cent over the pensions calculated at the old rates of salary, will the Government consider the grant of further relief to those officers who retired before January 1st, 1918, who are now drawing an increase of only 20 or 25 per cent?"

(2) "Will the Government consider the advisability of paying the pensions of retired Government Officers and pensions under the Widows' and Orphans' Fund Enactment free of Income-tax in England?"

The ATTORNEY-GENERAL replied that the answer to both questions was in the affirmative.

### BRITISH BUSINESS REPRESENTATION.

POSITION IN CHINA.

COUNTRY NOT RIPE FOR DIRECT DEALING.

The following report from the *Board of Trade Journal* is by H. M. Consul-General at Tientsin.

The expression of the views of local British merchants regarding the trading methods of Home firms has not only attracted the attention of the Association of Electric and Allied Manufacturers, who have asked for a special report on their particular line of business, but there are other indications of a growing interest in the China market, such as the proposed commissions to investigate the piece-goods and motor-car trade prospects. It is only by a personal visit of a competent representative that such organisations as that mentioned above can get a real idea of the existing conditions on which they could found a plan of campaign and enter on the business adequately.

REPRESENTATION OF MANUFACTURERS. The question of the representation of British manufacturers in China has been also much discussed for some time past. The old theory that the existing British firms already carry so many agencies that they cannot adequately represent any more, is to a certain extent, true of present conditions. One large British firm, for instance, has a piece-goods export for its import manager, who obviously has neither the time nor the qualifications for dealing adequately with the hundred and one other agencies held by the firm.

This state of affairs is due to two long-existing causes, viz., the policy of offering a general agency to a large firm in Shanghai, and assuming that it can then be left to look after itself; and, secondly, the usual unaccommodating policy adopted on such questions as stocks and credits. If a more liberal view were taken by the manufacturer or exporter it would be easy for the firm to increase their staff sufficiently to develop the full potentialities of the business. If, on the other hand, it were not adequately developed, it is the obvious duty of the manufacturer interested to have a travelling inspector who could, if satisfied of the negligence or incompetence of one agent, transfer the agency to another.

NECESSITY FOR DEMONSTRATION. During the September quarter, representatives of two combinations of British manufacturers have visited this port, and while they differed in regard to their views as to the best method, they were in agreement as to the necessity for demonstration from Shanghai. Of these, one interested in steel and other metals and alloys, wire rope, beltings, and packings, has appointed different local firms as agents for each of these commodities, and while he himself proposes to spend six months of each year in the Far East, two of which will be in China, he has a permanent representative in Shanghai to make arrangements for supplying the requirements of outport agents, and also to pay periodical visits of inspection.

For the present this would appear to be the best possible system. It utilizes the existing facilities for trade possessed by firms long established in a particular locality, and all their knowledge of local conditions and goodwill, and at the same time eliminates one middleman and distributes the goods more directly to the ultimate consumer under constant supervision in the interests of the producer. It is thus a compromise between the old method of simply appointing a Shanghai firm as agent and the "short-circuiting" method that is much discussed at present, i.e., eliminating all foreign middlemen and dealing with the native merchant.

CHINESE MERCHANT AND DIRECT DEALING. There is no doubt that the Chinese are taking an increasing interest in direct business with foreign countries, and that the days are over when a foreign merchant could realize a large profit on every deal without effort, and quickly amass a large fortune out of all proportion to his contribution towards the development of trade.

The number of Chinese who have received a foreign education, either in China or abroad, is already considerable, and is bound to increase very much during the next few years; and while current ideas of what such education can accomplish are rather unduly optimistic, it is only natural that thinking Chinese should demand a larger share of control over their own trade. For instance, it has been reported that a number of young men are at present studying foreign banking methods (apparently with an American professor of one of the local colleges) with a view to continuing their studies abroad and ultimately opening branches of Chinese banks in foreign countries. Another indication of the same tendency is the comprador's scheme for trading with Germany referred to below.

Summing up, however, it must be said that while the tendency towards direct trading is increasing and must be watched and taken into consideration, the time is not yet ripe for it as a general principle.

### GERMAN EFFORTS.

Signs are not wanting of attempts on the part of Germans to reacquire their trade in this district by various means and under different disguises. More than one British firm has received proposals from German correspondents in Germany to resume business relations on the same footing as before; and an application was even received by His Majesty's Consul-General from a German prisoner-of-war in Japan for a recommendation to a British firm in Tientsin who might require his services as an expert in local produce.

Another firm assumed by the same movement is the opening of a branch of an American firm with a Teutonic name, and a local representative of doubtful nationality. This firm has recently made an application for appointment as the local sub-agent of a British insurance company to deal with Chinese business.

But the most interesting development is the formation of an organisation of local compradores of ex-army firms to deal directly with Germany. It is reported that there is plenty of capital behind this movement, and that the intention is to export eggs, hares, and other foodstuffs to Germany in return for needles and thread. Owing to difficulties of exchange it is intended to transact business on a barter basis and through the medium of a firm in Holland. The difficulties in the way of carrying out this idea are very considerable and do not appear to have been fully realized, though it is said that one large consignment has already gone forward.

### HIGH COST OF LIVING IN CEYLON.

GENERAL CONCLUSION BY A COMMITTEE OF ENQUIRY.

A Committee has been enquiring into the cost of living in Ceylon, and as a result of its inquiries, the Committee is unanimously of opinion that the relief granted by the existing scale of temporary increases is quite inadequate to meet the increase in the general cost of living. The Committee also obtained evidence as to the protection, in which the different items of increased expenditure are distributed over a Government servant's legitimate and necessary expenditure and has come to the following general conclusions:

(a) In the case of officers drawing a salary of Rs. 3,000 and under, the price of food should be regarded as having advanced by 100 per cent, beyond that prevailing prior to 1914.

(b) In the case of officers drawing a salary of over Rs. 3,000 the increase should be put at 80 per cent.

(c) House rent throughout the Island may be regarded as having increased by 55 per cent over the pre-war figure.

(d) The cost of clothing generally has increased as much as 175 per cent, in the case of cloth used by persons of the poor class, while clothing of European pattern, such as is worn by most clerks and members of the higher grades of the Public Service, has increased from 85 per cent to 101 per cent in price.

7. In considering the form any relief granted should take, the following considerations have been kept prominently in mind:

(1) That at the present time, while all classes and grades are feeling acutely the strain of enhanced prices, the difficulty in the case of the poorer, and more particularly the labour classes is mainly to be attributed to the present high cost of rice.

(2) That the lower paid are in proportion more adversely affected than the higher paid employees.

(3) That increases granted by way of temporary relief invariably tend to crystallize into permanent additions to pay and that in the case of those whose staple food is rice, a standard of pay based on the present price of rice would become excessive should the price of rice fall.

(4) That any increase in Government rates of pay will directly affect the rates of mercantile and private firms.

(5) That the proposals of the Committee for relief must be such as can be met out of current revenue.

6. In view of the above considerations, the Committee recommends that the lowest paid employees should receive the highest percentage of increase, ranging from 44 per cent in the case of those drawing Rs. 750 per annum to 95 per cent in the case of those drawing Rs. 120 per annum; but in view of the considerations set out in paragraph 7 (1) and (3) above, a proportion of this percentage should be represented by a special rice allowances of 15 cents per working day, which will be subject to variation in accordance with the controlled or standard price of rice to be fixed from time to time by Government as shown in the rice allowance table but shall in no case exceed 15 cents per diem.

### "TRANSPORTATION IS CIVILISATION."

A SHANGHAI PROBLEM.

In the course of an article in the *N.Y. Daily News* on Shanghai's Labour Problem, the writer says:

One of those rather irritating jingles, of which we hear so many nowadays, says that "transportation is civilization." It is unquestionably true at the root of many of Shanghai's problems and difficulties to-day. For example, building materials are costly because they are scarce; and they are, to a large extent, scarce because there are not enough ships to bring them here. But if the number of ships could be increased up to the limit of the demand for their space, the present wharfrage accommodation would simply be incapable of taking off their cargoes and large expense would be incurred in the delaying of ships, which would mean no room for them all in the river. Already piers and jetties are jam-packed with overcrowded ships, and this in turn arises from the down with which they are emptied by man-propelled wheelbarrows and hand-carts. Obviously the remedy to apply is the motor-lorry. Some months ago we published an article showing that motor transport is actually cheaper than coolie-transport, apart altogether from the saving secured on the point of time. The fact that the Kailan Mining Administration, for instance, finds it preferable to use motor-lorries to distribute coal, which it sells at little more than half the price than other dealers do, tells its own tale. The speed at which goods can be shifted from one point to another largely influences their cost. Furthermore, it requires at least four or five times as many hands to move cargo by simple muscular power as it does to move the same amount by machinery. The result is to free a large number of labourers from one form of employment for another. Other factors have to be considered, of course, and motor-transport will not solve every problem, but the more it tends to be used in Shanghai, the less we shall hear of several other prolific causes of complaint.

directly with Germany. It is reported that there is plenty of capital behind this movement, and that the intention is to export eggs, hares, and other foodstuffs to Germany in return for needles and thread. Owing to difficulties of exchange it is intended to transact business on a barter basis and through the medium of a firm in Holland. The difficulties in the way of carrying out this idea are very considerable and do not appear to have been fully realized, though it is said that one large consignment has already gone forward.

### INTIMATIONS

A. G. DA ROCHA.  
IS THE AUCTIONEERA. G. DA ROCHA,  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 5332.

HAVING been Favoured with instructions from Mr. BOWERS, will sell by Public Auction on SATURDAY, April 24th, 1920, at 2.30 P.M., at his Sales Room, One Scotch 2 Stroke Water Cooled MOTOR CYCLE, in perfect running order, new Tyres—Cash on Delivery.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 5332.

HAVING been Favoured with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, April 28th, 1920, at 11 A.M. at his Sales Room, 1,500 CASES PEANUT OIL.

In good condition, each case containing 2 tins of 27 lbs. oil each net.

The above Oil is stored in the Godown of TAN KAM CHAY ON FACTORY, Nos. 55, 57, 59, Kwelin Street, Sham Shui Po.

The Oil has been examined and passed by The Government Analyst.

Notice of Export Merchants is called to this sale, as the Goods are all packed and ready for Shipment.

The Goods can be inspected at the above Factory.

Terms: 50 per cent. Deposit to be paid immediately on the fall of the hammer.

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Corner of Haiphong &amp; Hankow Roads

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Cuisine under personal supervision of the Proprietor.

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## ROME TO TOKYO FLIGHT.

### ITALIAN AVIATORS REACH CANTON.

Lieut. Masiero, of the Italian Royal Aviation Corps, and his mechanic, Pita Maretti, who are on the much-talked-of Rome to Tokio flight, reached Canton at 4.30 p.m. on Wednesday, having left Hanoi six and a half hours earlier. Their machine is of the S.V.A. type No. 2.

After flying round Canton city twice, the aeroplane landed at Chung Lau Tai Chu. Lieut. Masiero and his companion were greeted by Mr. C. Fumigali, acting Italian Consul, and others, including members of the Canton Aviation Corps.

During their stay in Canton, the visitors will be entertained by the Canton Government and by the leading citizens.

After giving further demonstrations, Lieut. Masiero hopes to leave Canton on Sunday. He will fly direct to Shanghai, thence to Kioochau and on to Japan.

A Reuter's message from Karachi, of April 19th, states that Captain, Serqueto, who is taking part in the Rome-to-Tokio flight, has arrived at Bander Abbas.

## THIEF SHOT DOWN BY DETECTIVE.

### DETERMINED TO ESCAPE.

Early yesterday morning two Chinese detectives were patrolling Aberdeen and Elgin Streets when they saw the figure of a man on the roof of a house in Aberdeen Street. The building was a four-storied one and the detectives, after some difficulty, managed to ascend to the roof with the intention of arresting the man, who was evidently trying to break into the premises. As soon as the thief saw the detectives, and finding that escape was cut off, he rushed at them and a struggle ensued. The thief made violent efforts to escape and severely man-handled one of the detectives. Managing to elude the grasp of the detectives, the thief took a flying leap on to the roof of a house in Elgin Street, a drop of about thirty-five feet. A detective fired his revolver, and the bullet found a mark on the shoulder of the thief who dropped down the roof as if dead. When the detective followed him on to the second roof they found the man in an unconscious condition with a fractured leg and spine. The man was removed to hospital where he is lying in a serious condition.

## LITTLE GIRLS CRIME.

### STOLE THINGS FOR FUN.

A little Chinese girl was charged at the Magistracy, yesterday, with stealing a counter-panes and a box of drawing instruments.

Inspector Cashman stated that on Wednesday night defendant was found in the stairway of a house at Hollywood Road and when searched by a female searcher the box of instruments was found under her jacket. She had several pawn-tickets with her relating to property which had been stolen, including a counter-panes which was identified by a woman as her property. The Police were unable to discover where the girl lived. She gave them several wrong addresses and subsequently told the Police she had no parents.

The girl said she stole the drawing instruments for fun. She purchased the pawn-tickets from a little boy and the counter-panes from a woman. Her parents were dead, and she lived with her sister at Square Street.

Mr. Smith said it would be a shame to send a little girl to goal. He remanded the case to enable the police to trace the sister.

## MAGISTRACY PARS.

Two Chinese were charged at the Magistracy, yesterday, with being in unlawful possession of a quantity of ammunition, which were concealed in a tin among coals.

The case was remanded as the Police wanted to make enquiries concerning two Chinese who had stolen two revolvers from a steamer belonging to Messrs. Butterfield & Swire when it was in dock.

A Chinese was fined \$500 for being in unlawful possession of a quantity of raw opium.

Since the inauguration of civilian aviation in Great Britain on May 1st, 1910, till February 5th, 1920, the records of the Handley Page commercial aeroplanes are as follows:—Total number of passengers carried, 4,070; total amount of freight carried, 44,944 lbs.; total mileage covered, 75,743 miles.

## WAS IT REAL OR FAKED?

### TALE OF ARMED ROBBERS AND STABBING.

#### POLICE SAY WATCHMAN STAGED THE INCIDENT.

Mr. R. O. Hutchison, Magistrate, heard an interesting case, yesterday, when a Chinese watchman was charged with neglect of duty.

Sergeant Ogg stated that at 11.15 p.m. on Tuesday defendant came to the Yau-mai Police Station bleeding profusely from his forehead and related a tale of armed robbers and a dagger. The man said that while he was asleep in a copper-smith's shop at Temple Street, of which he was the watchman, he heard a crash of glass at the window and before he could get out of his bed four men, one of whom carried a dagger, rushed in. In the course of a desperate struggle which he put up he was stabbed on the forehead. The Sergeant immediately had the man's forehead attended to. It was washed and instead of the deep gash he expected to find, he noticed several small scratches on the man's face, which looked as if self-inflicted. Enquiries were made and he then discovered that the story of robbers was faked by the watchman, as a quantity of copper had been stolen from the premises during the man's absence from duty. The man had told witnesses that he left the shop at 4 p.m. after locking up the doors and returned at 6 p.m. Everything was in perfect order at the time. It was late at night that the robbers entered. A detective interviewed a man living in an adjacent shop and the latter stated that he had not heard the sound of glass being broken. He had found the door open and defendant absent, and on his return had spoken to him about it.

Defendant denied this and persisted in his story about the robbery.

Sergeant Ogg stated that defendant had given the Police considerable trouble. There were several faked robberies lately, and this was the latest of all. To prove that no robbery had taken place witness mentioned the fact that there was a trunk in the premises covered with dust. That was untouched. It was inconceivable that robbers would leave a trunk untouched, although defendant's story was that the robbers must have known that there was nothing of value in it. It was impossible for the robbers to have known that.

Mr. Hutchison observed that the copper might have been stolen during defendant's absence.

Sergeant Ogg replied that in his opinion there was no robbery. There were several valuable odds and ends that the robbers might have taken away. The Police would naturally expect to see the window-glass scattered about but when he examined the house he found the glass in a basket inside the house. The window did not appear to have been broken from the outside, nor did the door have the appearance of being tampered with from the outside. Besides, if defendant's story was true that the robbers smashed the glass and then broke open the door the defendant had lots of time to have got out of his bed and raised an alarm.

Mr. Hutchison said that probably the robbers were aware that there was nothing in the trunk.

Sergeant Ogg said he could not accept that suggestion. His own suggestion was that defendant had stolen the copper himself and had then staged the robbery. The robbers were supposed to have escaped from the back door. There was a puddle there and when he examined the place he found a trace of only one foot. If there were four robbers it stood to reason that there would have been traces of more feet.

Mr. Hutchison reserved his decision.

## THIRSTING FOR REVENGE

### FOUND IN THE WRONG HOUSE.

At the Magistracy, yesterday, a Chinese youth was charged with being a rogue and a vagabond.

The boy was found early yesterday morning on the verandah of a house in Po On Street. He told the constable who arrested him that he was waiting to have his revenge. Some months ago a man, whom he did not know, struck him and then disappeared. The boy vowed to get even with him and carried out a systematic search for his assailant. He had further informed the chief Chinese detective about it. He went to the house where he was found, thinking that the man might be there.

Mr. Smith sentenced defendant to three weeks' hard labour.

## BANQUET TO VICE-ADMIRAL DUFF.

### GUEST OF CHINA ASSOCIATION AT SHANGHAI.

#### SHANGHAI'S GREAT DEBT TO THE NAVY.

At the Shanghai Club last week Vice-Admiral Sir A. L. Duff, K.C.B., and officers of the China Squadron were entertained by the China Association, in formal acknowledgement of the services rendered by the Royal Navy, in the war, and also to welcome the Commander-in-Chief, officers and men on their return to the China station. Mr. P. W. Massey, Chairman of the China Association, presided, supported by the following members of the Committee, Mr. E. C. Pearson, Mr. A. Brooke-Smith, Mr. C. M. G. Burnie, Mr. O. M. Green, Mr. C. M. Bain and Mr. C. D. Dixon, (sec.), together with some 70 members of the Association.

The toast of the King having been submitted from the chair and duly honoured, the CHAIRMAN gave the only toast of the evening—"The Navy." In doing so, he spoke of the pleasure it gave the China Association to entertain Vice-Admiral Sir Alexander Duff and some of his Officers. This being the first occasion since the war they had had an opportunity of welcoming the Commander-in-Chief of the China Station, they would like the Admiral, on behalf of all ranks, to accept their tribute of unbounded respect and esteem for the incalculable services rendered to the Empire by the Senior Service.

"THE HIDDEN HAND." "We do not see enough of the Navy in Shanghai," the CHAIRMAN continued. "I took the opportunity recently, when I had the privilege of proposing the health of our new Minister, to lay stress on the necessity there is for the maintenance of a strong China Squadron, a policy which has always been upheld by this Association. We residents in this far-off corner of the world are peculiarly well able to realize the vital importance of maintaining British supremacy on the sea. Our travels to and fro bring home to us the enormous task and responsibility of ensuring the vital communications of the Empire, a duty which the British Navy has so ably discharged."

Throughout the long years of the war, though the enemy exercised his utmost ingenuity to prevent it, that service of the "big steamers" was carried on and it was very appropriate that Shanghai should pay homage to that great service, the Mercantile Marine—who so unflinchingly did carry on. And though it would be foolish to say that there were not times of anxiety, the Navy got the enemy's measure and countered invention with fresh invention, ingenuity with courage and devilishness with bulldog tenacity, until that never-to-be-forgotten day when the signal was given by Admiral Beatty—"The German flag will be hauled down at sunset to-day and will not be hoisted again without permission."

How many years had they to go without seeing the White Ensign at the naval buoy? They all hoped that such a blank would never happen again. They rejoiced to feel that they had once again the opportunity of welcoming the naval officers in their clubs and in their sports, and to extend a hand of greeting at the Union Jack Club, that excellently conceived club of the Race Club, to the men of other ranks, for whom equally they felt the keenest admiration; and they would all wish to put on record their appreciation and praise of the conduct of our blue-jackets whilst on shore and he was sure Major Hilton Johnson would heartily endorse this.

A DISTINGUISHED CAREER. In associating with the toast the name of Admiral Duff, he was calling on one who was no stranger to China. Admiral Duff first came to China in 1888, and since then he had had a most distinguished career. His services during the war included duties of the very gravest responsibility. In December, 1914, he hoisted his flag on H.M.S. *Emperor of India* of the 4th Battle Squadron of the Grand Fleet, and afterwards took part in the Battle of Jutland. In the latter part of 1916 he transferred his activities to the Admiralty, where he took charge of the special branches dealing with anti-submarine warfare and such-like work.

"I hope," (concluded the Chairman) "that when the Admiral replies to this toast he will give the lie, just once, to those who call the Navy a silent service, and that he will entertain us with some of his experiences, amongst which I should be numbers the ramming of a German submarine. Let us hope that the impregnable veil of secrecy surrounding the Navy may be pierced to-night and that the first Scottish Admiral to command the China Squadron will see fit to abandon his native caution and not to pull wool over our eyes!" (Applause.)

THE ADMIRAL'S REPLY. In responding to the toast, which was very cordially honoured, Vice-Admiral Duff said that if the very flattering remarks made by the Chairman had to be summarized into a sentence, it might perhaps read, that in the opinion of the Chairman and members of the China Association the Navy had during the great war undervalued to preserve and maintain unimpaired the great and glorious traditions passed to them by their forefathers (hear, hear). If that was their opinion, then they were doing the Navy a great honour. He believed that the primary object of that Association was political, but as they knew the Navy had no politics, "We may," added the speaker, amid laughter, "turn to politics on retirement, but that is a period perhaps when the best chair is a more suitable recreation." (Continued at foot of next column.)

## SPORT.

### TENNIS.

#### HONGKONG C.C. TOURNAMENT.

As generally expected, M. W. Lo defeated J. B. Penman, yesterday, in the open singles, and has thus reached the semi-final round. He now meets Redmond, and it may confidently be stated that this meeting will produce better tennis than the final match. Lo's hard driving accounted for Penman's poor showing in the first set when he obtained only one game. Penman steadied down in the second set and in the third set he played a most determined game, giving Lo more running than he liked. Lo won in three straight sets, 6-1, 6-4, 12-10.

In the Club Singles "B" E. W. Day beat D. J. Vallentine, 6-0, 7-5, and is now in the final, where he meets Pay-Lieut. Robinson.

Two matches were played in the Club handicap doubles, Major Greenaway and Major Ardoino defeating Pay-Lieut. Robinson and Pay-Lieut. Commr. Holborn, 9-7, 6-4; and M. M. Maas and A. B. Raworth defeating Lieut-Col. Taylor and Col. Humphry, 6-6, 3-6, 6-4.

To-day, Yvanovich and Marques meet J. Stalker and E. Abraham in the open doubles. The winning pair will meet Lo and Lo in the semi-final round.

## CRICKET.

#### CIVIL SERVICE v. INDIAN R.C.

The following will represent the Civil Service in their match against the Indian Recreation Club on the latter's ground to-morrow at 2 p.m.:—R. O. Hutchison (captain), G. R. Sayer, E. B. Reed, R. E. C. Bird, B. W. Bradbury, R. C. Witchell, H. E. Strange, G. H. Piercy, P. T. Lambie, W. H. Edmonds and S. O. Else.

#### I.R.C. v. C.S.C.C.

The following will represent the I.R.C. in a friendly match against the C.S.C.C. on the former's ground to-morrow at 2.15 p.m.:—A. H. Ramjaha, A. de Arellui, G. C. Earde, A. A. Ramjahn, D. Ramjahn, S. H. Ismail, S. D. Ismail, S. A. Ismail, N. M. Bas, J. Curroem, and S. A. E. Ismail.

## GOLF.

#### ROYAL HONGKONG GOLF CLUB.

The result of the Bogey Pool Competition played at Fanling on April 17th-19th was a win by Mr. G. H. Wilson, 2 down. Twenty-two cards were taken out.

## THE M. G. ADMINISTRATIVE COUNCIL.

### TELEGRAM FROM TONG SHAO-YI.

The following is a translation of a telegram from Tong Shao-yi to Chao Chu-wu, received on April 21st:—

Your father arrived Shanghai. Have seen him. Just received telegram from Administrative Director Tong of Yunnan that since your father's departure from Canton there is no quorum for the Administrative Council of the Military Government, that from that date all its orders are null and void, and that your father should continue the responsibilities of Foreign Affairs and Finance. This is to inform you that I entirely concur in the statements of that telegram.

TONG SHAO-YI (Seal), Southern Peace Delegation Office.

## FIGHTING THE SUBMARINE.

In the course of further remarks, the Commander-in-Chief made interesting reference to the anti-submarine campaign with which, he said, he had been fairly intimately connected. It was perfectly true, as the Chairman had said, that no sovereign remedy had been found against the submarine. On the other hand, by the end of 1918 there was no question but that the German submarine was demoralized, and ceased to be a real factor in the war (hear, hear). In the early days of 1917, the Admiralty was inundated with inventions each of which it was claimed would finally dispose of the submarine. Amongst these inventions there was a vast amount of chaff and only a small amount of wheat. As examples of the "chaff" the Vice-Admiral described two carefully thought out but wildly impossible schemes for utilizing balloons and seagulls, so to be trained that they would prove infallible guides in the search for enemy periscopes. Many of the inventions proved of the utmost use and undoubtedly saved the country.

## THE ARMY.

The speaker concluded his remarks by paying a graceful tribute to the Army, which, he said, accomplished great and brilliant achievements in the various theatres of war. The men of Shanghai made a magnificent response to the call, and on behalf of the China Squadron he congratulated them both upon their going and, many of them who were there present, on their safe return. As to those who had not returned, they could only bow their heads in acknowledgement of the great sacrifice they had made, and express their deep gratitude in the words *dulce est decum non pro patria mori*. (Applause.)

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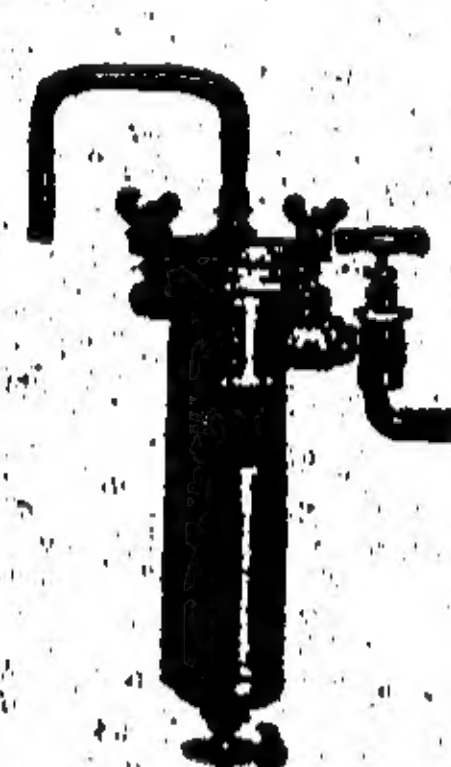
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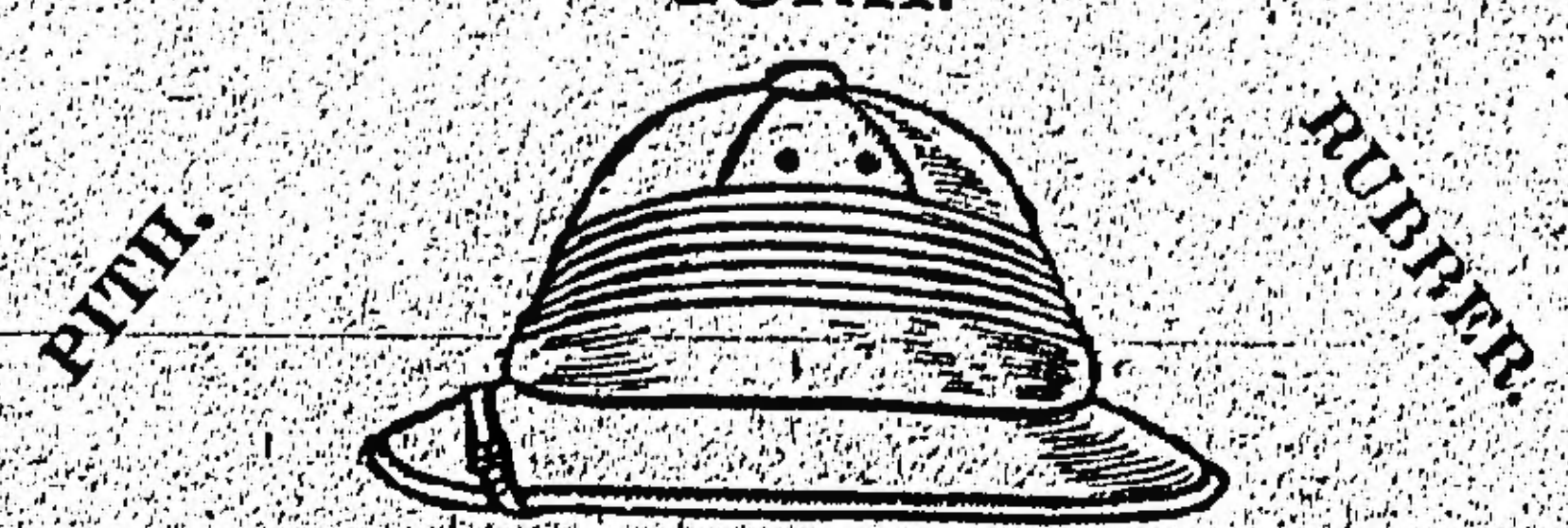
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Also a quantity of Spare parts.  
Apply by letter—  
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## NOTICE TO CONSIGNEES.

**THE BRITISH INDIA S. N. CO.,**  
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Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.  
Goods not cleared within 5 days, including date of arrival, will be subject to sale.  
No Fire Insurance will be effected by us in any case whatsoever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
**MACLENNON, MACLENNON & CO.,**  
Agents.  
Hongkong, April 22nd, 1920. [800]

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CONSIGNEES per Company's Steamer

"TRUCER"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after April 22nd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd April will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 12th May, or they will not be recognized. No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, April 22nd, 1920. [601]

## VICTORIA RECREATION CLUB.

**THE ANNUAL ATHLETIC SPORTS** will be held on SATURDAY, 24th APRIL, commencing at 11 p.m. Sharp. Admission to Grand Stand and enclosure \$1.00. Ladies are cordially invited. Tea will be provided for on the ground. By kind permission of Lieut. Colonel J. R. WRIGHT and Officers of 2nd, Wilt. Regiment the Band will play during the afternoon.  
**R. H. B. MITCHELL,**  
Hon. Secretary.

## INTIMATIONS

## HONGKONG STOCK EXCHANGE.

THE Committee have amended the Settlement days as follows for the year 1920:—

THURSDAY, ... 29th April.  
FRIDAY, ... 30th May.  
FRIDAY, ... 25th June.  
THURSDAY, ... 29th July.  
FRIDAY, ... 30th August.  
FRIDAY, ... 24th September.  
FRIDAY, ... 19th October.  
MONDAY, ... 29th November.  
THURSDAY, ... 23rd December.

By Order of the Committee,  
**W. LOGAN,**  
Secretary.

HONGKONG STOCK EXCHANGE  
Hongkong, April 21st, 1920. [791]

## HONGKONG DOG AND POULTRY SHOW.

1920.

THE FIFTH SHOW will be held (by kind permission of the Stewards of the Hongkong Jockey Club) within the enclosure at the Happy Valley on SATURDAY, MAY 1st, 1920.

Judging commences at 3 P.M.  
Lady Stewards have kindly consented to distribute the prizes at 4.30 P.M.

Entries close 24th April, at 7 P.M.

Entry forms for Dogs, Cats, Poultry and Pigeons may be had from the undersigned.

Entrance fee for Dogs, \$1.00; Cats, \$1.00; Poultry, 30 cents each bird; Pigeons 30 cents per pen.

Entrance fee should accompany form when sent in.

First and second prizes will be given in all classes, and third prizes where there are sufficient entries, in place of certificates as in former years.

**B. L. FROST,**  
Hon. Secretary,  
c/o E. E. TAYLOR & CO.,  
Connaught Road Central.  
778

## STENOGRAPHER.

STENOGRAPHER Wanted, must be thoroughly trained and efficient.

Apply after 3 P.M.  
**NORTHWEST TRADING CO., LTD.,**  
Hotel Mansions,  
Present.  
799

## WANTED.

A MEDICAL PRACTITIONER offers his services in lieu of passage from Hongkong to any European port.

Reply to—  
Box No. 790,  
Care of "Daily Press" Office.  
790.

## WANTED.

SHORTHAND-TYPIST, thoroughly competent.

Apply Accountant's Office—  
**SHEWAN, TOMES & CO.,**  
364

## TO LET.

A FURNISHED HOUSE, Six Rooms, with Tennis Court, on May Road, for Six months from 1st July.

Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
[785]

## TO LET.

FURNISHED FLAT in Central locality for Summer months or longer.

Apply to—  
**XYZ,**  
Care of "Daily Press" Office.  
770.

## TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.,**  
Alexandra Buildings.  
99

## STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all ... 55 feet  
Breadth extreme ... 11' 1 inch  
Depth of Hold ... 5' 5"  
Gross Tonnage ... 22.01  
Net Tonnage ... 10.37  
Cylinders ... 2 of 13"  
Stroke ... 9"  
Boiler of Steel Round Horizontal  
Multitubular  
Diameter of Boiler ... 4' 6"  
Length of Boiler ... 5' 5"  
Working Pressure ... 120 lbs.  
For further Particulars,  
Apply—  
**GORDON & COY.,**  
St. Georges Buildings.  
720

## REPULSE BAY HOTEL.

SPECIAL ATTRACTION

AMERICAN CABARET

DANCERS

WILL APPEAR

ON

SATURDAY, APRIL 24th, 1920,

DURING

TEA DANCING AND DINNER DANCE.

The following Dances will be presented:

1. "A PRETTY GIRL IS LIKE A MELODY"

2. "COCAINE" TO A "ROSE ROOM"

3. "BALL ROOM FOX TROT"

4. "TAXI" WILL BE PLAYED BY A JAZZ "TRAP DRUMMER"

NOTE:—Owing to limited accommodation, table Bookings should be made early either at the "HONGKONG HOTEL" (Victoria Regent) or at the "REPULSE BAY HOTEL" (Telephone No. 841).

**R. H. B. MITCHELL,**  
Hon. Secretary.

## INTIMATIONS

## KOWLOON-CANTON RAILWAY.

(Barrier Section).

THE PUBLIC is notified that the FULL TRAIN SERVICE will be RESUMED on THURSDAY, APRIL 22nd.

By Order,  
**E. P. WINSLOW,**  
Manager.  
Kowloon, April 21st, 1920. [783]

## NOTICE.

THE Interest and responsibility of Mr. CECIL HUMPHREYS in our Firm CEASED on December 31st, 1919.

**W. G. HUMPHREYS & CO.,**  
Hongkong, April 21st, 1920. [787]

## NOTICE.

ON and after the 2nd day of April, 1920, all receipts for money received on account of the KING EDWARD HOTEL shall bear the impress of the Hotel Chop, which is circular in design bearing the words, KING EDWARD HOTEL, both in English and Chinese. Receipts without this stamp chop, will not be recognised by the Hotel Authorities.

**J. WITCHELL,**  
Manager.  
Hongkong, April 18th, 1920. [781]

## KOWLOON BOWLING GREEN CLUB.

THE ANNUAL GENERAL MEETING will be held in the Club House on FRIDAY, APRIL 23rd, at 5.45 P.M.

Business:

1. To receive Committee's Report and Statement of Accounts for year ended 31st December, 1919.

2. To elect Officers for ensuing year.

3. To discuss Club business generally.

**D. GOW,**  
Acting Hon. Secretary.  
790

## RUSSIAN VOLUNTEER FLEET.

BY virtue of Russian National Law promulgated by the former Imperial Government and not abrogated by any of the successive Russian Provisional Governments, every Russian Provisional Government is bound to have its Head Office or Board of Directors within the boundaries of the State. On the ground of these Laws and in conformity with the constitution of the Russian Volunteer Fleet, the Provisional Government—PRIMORSKYAYA ZEMSKAYA UPRAVA (The Zemstvo of the Maritime Provinces) on the 15th day of March 1920, established the Board of Directors of the Russian Volunteer Fleet with a temporary seat in Vladivostok (Dvora No. 167).

Mr. A. ALBUSSIN ZEMSTVO CO-OPERATIVE ASSOCIATIONS, has been appointed Chairman of the Board of Directors of the Russian Volunteer Fleet and Captain D. A. LUKHMANOFF, Russian Volunteer Fleet Agent at Nagasaki, has been appointed General Manager of the Russian Volunteer Fleet for the Far East, and Executive Director of the above-named Board. (Ordinance No. 187 and 71 dated March 15th, 1920).

With the establishment of the legal Board of Directors within Russia, the former Board, which expatriated themselves taking seat in Constantinople and since acted arbitrarily at their own discretion and with unjustified irresponsibility before the Government, is invalid by the Provisional Government.

The right of Fleet Representatives abroad acting on behalf of the above depatriated Board would not be recognized by the present legal Board at Vladivostok and the Russian Volunteer Fleet, as a National Establishment, would not hold any responsibility for their acts after this declaration.

All banks, concerns, and individuals standing in business connection with the Russian Volunteer Fleet as a hereby earnestly warned not to pay any amounts owed by them to the Russian Volunteer Fleet, to the Representatives of the Board of Directors at Vladivostok.

All particulars concerning the legality of the Russian Volunteer Fleet Representatives abroad can be obtained from the Board of Directors at Vladivostok on application.

**Capt. D. A. LUKHMANOFF,**  
Executive Director of the Board.  
[747]

## RUSSIAN VOLUNTEER FLEET.

TO ALL WHOM IT MAY CONCERN

MR. N. D. FEDOROFF, Russian Volunteer Fleet Agent at Tsuruga, acting Agent for Central Japan, by virtue of the Constitution of the Russian Volunteer Fleet, is discharged from his Office by the Board of Directors of the Russian Volunteer Fleet.

The dismissal of Mr. N. D. FEDOROFF has been legalized by the Minister of Trade and Industry of the Provisional Government (The Zemstvo of the Maritime Provinces).

In consequence of this the Russian Volunteer Fleet warns all banks, concerns, and individuals against Mr. N. D. FEDOROFF's acts on behalf of the Russian Volunteer Fleet for which acts the Russian Volunteer Fleet would not bear any responsibility after this announcement.

On all questions arising from the contracts, agreements, obligations, etc., already signed by Mr. N. D. FEDOROFF, as the Representative of the Russian Volunteer Fleet, the parties interested are invited to apply at once to the duly authorized Executive Director of the Board of Directors of the Russian Volunteer Fleet, Capt. D. A. LUKHMANOFF, care of Nagasaki Agency of the Russian Volunteer Fleet (Address: Dvora Band No. 4, Nagasaki).

**Capt. D. A. LUKHMANOFF,**  
Executive Director,  
Board of Directors of the Russian Volunteer Fleet.  
[749]

## PUBLISHED TO-DAY.

HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEK

LOCAL NEWS

The Paper to send Home

## INTIMATION

**WATSON'S**

effervescent

**LIVER SALTS**

taken in the morning will quickly relieve that slight derangement and impart a feeling of health, vigour and exhilaration.

SOLE AGENTS:

**A. S. WATSON & CO.,**  
LIMITED.

THE HONGKONG DISPENSARY.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, APRIL 22ND, 1920.

## GERMANS IN CHINA.

INSTRUCTIONS were recently issued to the Provincial authorities in China to prohibit German and Austrian subjects from entering the country unless special permission has been previously obtained from the Central Government, or unless such subjects are able to produce passports issued by any of the Chinese Legations or Consulates abroad. These instructions are "to be observed" pending the resumption of Treaty relations between China and the Central Powers. Our Peking Correspondent yesterday reported the issue of a Presidential Mandate on the subject, but from the brief summary of the contents given in the cable, the Mandate would appear to add little to the previous public information on the subject, excepting, perhaps, in one respect, for the wording of the cable suggests that it is necessary in every case of a German or Austrian subject repatriated during the war, to submit his application to the Chinese Foreign Office and the Ministry of the Interior.

It is apparently not sufficient that such repatriated persons should come with a passport granted by a diplomatic or consular officer abroad. When they are admitted they will be subject to Chinese jurisdiction, for all Treaties with these Powers were abrogated by the war. No doubt Germany and Austria will take the earliest opportunity to enter again into Treaty relations with China, and when that time arrives a question of great interest and importance to all foreigners in China is certain to arise. The Treaty which China has recently concluded with Bolivia marks an important stage in the development of China's international relations, for it is the first treaty signed by China in modern times from which extra-territoriality is taken away.

"Hitherto," says a Peking contemporary, "either directly or by the much-abused privilege of the most-favoured-nation clauses all countries that have signed treaties with this country have claimed the enjoyment of extra-territorial privileges. In the treaty with Bolivia it is stipulated that the Bolivian Consuls appointed to this country shall enjoy the same privileges as other Consuls, but in Notes exchanged the same day as the Treaty was signed those privileges are defined as those enjoyed generally by Consuls in other countries. Henceforth Bolivian citizens resident in China will be subject to Chinese jurisdiction; but, on the other hand, they will be free to live where they like."

What Bolivia has done, we are told, China is going to insist upon being done by all other Powers henceforth entering into relations with China. We have seen from the Soviet Note recently addressed to China that the present Government of Russia is prepared to sacrifice all extra-territorial rights and privileges; and if Germany and Austria are ready to offer a similar price for new Treaty relations with China, a big question will be opened up alike for China and the Treaty Powers who still attach the greatest importance to the retention of their extra-territorial privileges. Germany has never been any more willing than the rest to abandon them until China's judicial system has been reformed and brought into accord with that of Western nations; until, as the Treaties express it, they are satisfied that the state of the Chinese laws, the arrangement for their administration and other considerations warrant them in so doing. But China now holds the trump card so far as Germany and Austria are concerned and is certain to play it. What seems likely to happen is that the Germans and Austrians and Russians will be used by China for the great experiment. Other Powers will watch the experiment, when it is once initiated, with the closest interest and attention, and China will no doubt do her utmost to justify the renunciation of extra-territorial rights by the other Powers at the earliest possible date; though that date seems at present a long way off. For the present, and even in the event of Germany and Austria accepting such a treaty as Bolivia has accepted, and as the Bolshevik Government of Russia is willing to accept, the right "to live where they like" cannot make a very strong appeal to the German, Austrian, or Russian, who comes to China to engage in business. They are not likely to establish themselves in places remote from the Treaty ports, in the proximity of which China's judicial administration is certain to be more efficient than it is elsewhere.

A Chinese itinerant medicine-vendor collected a large following in the Central district on Wednesday afternoon and delivered a lecture on how to cure stomach troubles. To demonstrate his method he engaged a street urchin, who had been complaining of stomach troubles and gave him a liquorice-coated pill to swallow. The boy did so, and a few seconds later vomited blood, after which he announced to the crowd that he was completely cured. This acted as an incentive to the crowd who eagerly purchased the pills. Unfortunately for the medicine-man the crowd obstructed traffic, and being the cause of the obstruction, he was hauled up in an undignified manner by a constable, who charged him at the Magistracy, yesterday, with obstruction. The man was fined \$3.

Sir Charles Eliot, the new British Ambassador to Japan, presented his credentials at the Palace on the 14th inst. He was accompanied by Rear-Admiral J. C. Ley and Brig-General C. R. Woodroffe, and other members of the Embassy. This is the first formal occasion on which the Crown Prince has acted on behalf of the Emperor. The ceremony of the presentation was carried out with the most careful attention to details which were exactly the same as if the Emperor himself had been present. There is reason to believe that the Crown Prince will act for the Emperor on similar occasions in future, as it is expected that the Emperor will remain for the present at the seaside under physicians' orders. His Majesty is reported to have considerably improved in health, but the physicians counsel avoidance of the fatigue and strain consequent on public functions in view of the mass of State affairs requiring His Majesty's attention.

## A WORD OF THANKS.

TO NAVAL MEN AND ROYAL ENGINEERS.

Now that the strike is over we know we shall be voicing a very general sentiment by expressing the cordial thanks of the community to the men of the Royal Navy, and the Royal Engineers for the valuable assistance they rendered in maintaining the vital public services of the Colony. In the Hongkong Electric Company's power station at North Point 21 Naval men were working in three shifts, of seven each, throughout the strike, and similarly in the Wanchai station there were eight European Sappers and nine Chinese Sappers, divided into three shifts. Thanks to their valuable help the light and power services were maintained as usual, and only repairs had to stand over till after the settlement. Similarly the China Light and Power Co. of Kowloon, the Peak Tramway Co., and the Dairy Farm Ice and Refrigerator Co. were enabled to carry on by the help of Service men.

## FAR EASTERN CABLE NEWS.

[REUTERS BROTHERS' AGENCY.]

## TEXTILE MISSION FOR THE FAR EAST.

LONDON, April 20th

In the House of Commons, replying Mr. Clough, Mr. Kellaway stated that the Department of Overseas Trade had been endeavouring to arrange for the despatch of a Textile Mission to the Far East, which industrial, commercial and Labour interests would be represented. He was not yet able to supply more precise information, as important questions in regard to the provision of the necessary funds were still being discussed.

## POULTRY DEALERS' STRIKE.

The strike of the poultry-dealers at London which has been continued for more than two months in protest against imposition of an extra tax on poultry continues, but certain shops have opened by the syndicate, to whom been granted the right to levy the tax. The poultry-dealers are threatening to mob these shops.

## V.R.C. ATHLETIC SPORTS

The Victoria Recreation Club will hold their annual athletic sports this year on Saturday, April 24th, at Happy Valley. The Hongkong Football Club is commencing at 1 p.m.



## CABLES.

## LATEST CABLES.

[REBOUR BRUTER'S AGENCY.]

## RAILWAY STRIKE IN AMERICA

## SERVICES BECOMING NORMAL

New York, April 20th.  
The Railroad officials assert that, except in a few isolated sections, the majority of the strikers have resumed. The freight and passenger services are rapidly becoming normal.

## J. P. MORGAN'S ESCAPE.

New York, April 20th.  
Simpkins, the assassin of Dr. Markoe, a Londoner. He has confessed that he intended to kill J. P. Morgan, who also attends St. George's Church.

## MARATHON RACE IN AMERICA

## WON BY A GREEK.

Boston, April 20th.  
An American 25-mile Marathon Race was won by a Greek, Peter Trivoulidas, in 2 hours, 29 minutes, 21 seconds.

## MEXICO.

## THE REVOLUTIONISTS REINFORCED

New York, April 20th.  
A telegram from Aguaprieta says that General Urbino, with 1,200 soldiers from Carranza's forces at Chihuahua, has joined the revolutionists at Sonora.

## EARLIER CABLES.

## BRITISH BUDGET.

## DISCUSSION IN HOUSE OF COMMONS.

London, April 20th.  
In the House of Commons the debate on the Budget was resumed.  
Mr. Aquith emphasised that since the outbreak of war Great Britain had devoted 38 per cent. of her revenue and only 63 per cent. of her borrowings to meeting the cost of the war. This was a unique record among the belligerents and exemplified the willingness of the British people to make great sacrifices for great purposes. He objected to the proceeds of the sales of war stores being regarded as revenue, and declared that the wine duty was not worth the candle, in view of the relatively small return and the ill-feeling it would cause to France, Spain, Portugal and Italy. He emphasised the need of greater public economy and criticised the relative smallness of the provision for a reduction of the floating debt, but otherwise warmly approved the Budget proposals.

Mr. Clynes lamented the undue war-time borrowing, and maintained that none of Mr. Chamberlain's proposals would diminish the cost of living; on the contrary, they were more likely to intensify the situation. Mr. Clynes congratulated Mr. Chamberlain on the Excess Profits tax proposal, but rejected the prolonged scheme for the redemption of the debt, which could be wiped out in a very few years by the continuance of a little self-sacrifice. The removal of the debt would give contentment not only to the poor but to many who were not classed as poor.

Mr. Marriott was of opinion that the Budget would have an admirable effect in demonstrating to the whole world the country's confidence in its national finances, and would, therefore, react most favourably on British credit.

## EUROPE'S ECONOMIC

## PROBLEM.

## AN APPEAL FROM THE BRITISH LABOUR PARTY.

London, April 20th.

The Executive of the Labour Party has issued a manifesto drawing attention to the economic paralysis creeping over Europe in consequence of the war, and appealing to the British Government, in order to avoid a world-wide economic situation, and making proposals for the meeting of immediate difficulties.

## WOLVERHAMPTON TRAGEDY

## CORONER'S REMARKS.

London, April 19th.  
At the adjourned inquest on the bodies of the two persons killed in the collapse of a Wolverhampton billiard hall, the Coroner said he marvelled that only two were killed. The hall was built in 1858.

## THE SAN REMO CONFERENCE

## FATE OF ARMENIA DISCUSSED.

San Remo, April 20th.

A letter from the League of Nations was read at the Conference, declining the Armenian mandate, on the ground that the Covenant does not provide the powers necessary for it, also that the mandate implies a heavy financial and military burden.

The Conference decided to send a Note to President Wilson recommending that America support Armenia financially. The borders of Armenia were roughly defined. They are understood to be favourable to Armenia, but do not include Trebizond.

## DECISIONS REGARDING CILICIA.

All the decisions regarding Cilicia have been suspended. The present tendency is to assign the port of Batum to Georgia, with special facilities for all nations needing an outlet on the Black Sea.

## FINANCIAL CLAUSES OF THE TURKISH TREATY.

San Remo, April 20th.

It is officially stated that the Conference, to-day, discussed and approved the financial clauses of the Turkish Treaty. It afterwards discussed the Armenian territorial question, especially the frontier, and, lastly, the question of Batum.

## COMMISSION TO CONTROL TURKISH FINANCES.

San Remo, April 21st.

The Conference decided to appoint a Commission to control Turkish finances. The military and naval experts pointed out the difficulty of executing the proposed Treaty, especially regarding Erzerum, with a whole Turkish Army Corps still entrenched, and regarding Anatolia, where numerous bands are still operating.

## THE WAR AGAINST BOLSHEVISM.

The Conference considered that international co-operative military measures would probably be necessary. British views were accepted without discussion.

## SMALL BRITISH FORCE IN THE CRIMEA.

London, April 20th.

In the House of Commons, replying to Commander Kenworthy, Mr. Winston Churchill stated that a small British Military Mission has been retained in the Crimea with the object of assisting the re-organisation of the anti-Bolshevik Army, and of keeping the new Commander-in-Chief, General Wrangel, informed of the progress of the negotiations between the British Foreign Office and the Bolsheviks, with a view to securing the lives of Russian soldiers, women, and children refugees in the Crimea. Meanwhile, the Government would do all it could through the Mission to prevent the Bolsheviks over-running the Crimea and massacring these people. (Cheers.)

## NEW YORK HARBOUR FIRE

New York, April 19th.

A fire has started on the steamer *Halfrid*, which is loaded with nitrate, and threatens the destruction of the Binch terminal and two piers. Several explosions have occurred in the harbour. Tugs are hurrying to remove the endangered shipping.

## THE "SPEEDONIA" DISASTER

London, April 19th.

The ship *Speedonia*, bound from the Dutch East Indies for Cape Town, with a million gallons of petrol, caught fire when she was south of Durban and has arrived at Lourenço Marques. The after-part was completely burned out, but the cargo was saved by the steel deck.

## PROFITTEERING IN RICE.

The Behar Government are issuing a warning to merchants against buying large quantities of rice in the hope of making big profits by exporting it to foreign countries as the Government of India's restriction on rice export from India will continue throughout this year.

## FAR EASTERN NEWS

[ALBANY NEWS AGENCY.]

## MR. LAMONT EXPLAINS CONSORTIUM PLANS.

Shanghai, April 17th.

Mr. Lamont has informed the Chinese people, through the Chinese press, that his real mission to the Far East is for the purpose of helping the Chinese to reorganize the finances of their country. As economic reconstruction will play an important part in the reconstruction of the world, he has been commissioned by the American banking groups interested in China to visit, both Japan and China with reference to the formation of a new banking syndicate or Consortium for financing China in conjunction with powerful British, French and Japanese groups so as to prevent destructive competition and unscrupulous borrowing. This does not mean any foreign monopoly of the Chinese national finance. Further, the new Consortium will not affect established private interests, either foreign or native. The financial policy of the Consortium will be one of productivity, that is to say, if possible, all loans from the Consortium will be employed for productive and non-militaristic purposes.

The *Shinpa*, the *Chungking* and other newspapers are of opinion that there should be no foreign loan or loans even for productive purposes until a central Government, recognized by the whole body of the Chinese people is proclaimed, under the existing circumstances, no man can say that money advanced to the Chinese military rulers in both the North and the South by foreigners will be illegally used for bolstering up militarism.

It is stated that the Lamont group proposes to take over the tobacco and wine loans of \$5,000,000 from the American Pacific Development Company, if it is satisfied as to the soundness of the securities.

## MEDIATOR IN POLITICAL SQUABLES.

Peking, April 17th.

General Wong Shih-shen, who has been requested by the President to act as mediator between the Chin Cabinet, the Anfu Club, and Marshal Tuan-Chi-jui about the stabilization of the Chinese political situation left Peking for Tientsin and he expects to be back in the capital to-morrow.

In view of his old friendship with Marshal Tuan and his influential position in the Peiyang Military Party, it is believed that General Wong, with the support of the Chief Executive, will be able to reconcile the three factions.

## PROTEST AGAINST LOAN.

Peking, April 17th.

The members of the Chamber of Commerce of Tientsin have sent in a strongly worded telegram protesting against the borrowing of thirty million dollars from Japan on the security of the domestic bonds of the Ministry of Communications for the construction of the Shichiehshuang-Tehchow Railway. It is argued that the loan will strengthen Japan's position in Shantung.

## NIPPON YUSEN KAISHA FLEET

## TWO NEW STEAMERS ORDERED.

The Nippon Yusen Kaisha has ordered two passenger steamers of a superior type from Glasgow. Shortly after announcing a plan for building or buying 500,000 tons of freighters and passenger ships during the next five years, the company ordered two freighters of 8,000 tons gross each from the Mitsubishi Shipyard and also two freighters of a similar size from the Yokohama Dockyard. The passenger ships now ordered from England are to be used for the inauguration of an express passenger service between Nagasaki and Shanghai. The company originally intended to have them built at home, but not only are the leading shipbuilders in Japan busy with the orders previously placed by other companies, but they find it difficult to obtain materials for the construction of the particular passenger boats wanted.

As a result, the order has been given to a shipbuilding company of Glasgow. The two passenger ships will each have a capacity of 4,500 tons gross, with a speed of 16 knots. Their price is not definitely known, but is believed to be between £500 and £600 per ton.

In pursuance of the programme for the construction of 500,000 tons of new ships, the Nippon Yusen Kaisha has also contracted to buy three freighters—one of 6,400 tons deadweight from the Uraga Dockyard, and two of 11,000 tons deadweight each from the Yokohama Dockyard Company. The Uraga ship is valued at ¥325 per ton and is to be delivered next July; the price of the two other ships is ¥320 per ton, one to be delivered in September and the other in October.

## A FACTOR IN EXCHANGE.

An interesting note on fluctuations in world-wide exchange is given in the business review of the *Park-Town Foreign Banking Corporation* for March. It says: "The sensitiveness of foreign exchange rates to political developments, whether here (America) or in Europe, was conspicuously illustrated in the month since our last review by the effect thereon of President Wilson's Note protesting against the terms of the Fiume settlement. It is expected that for some time to come exchange levels will be adversely affected or reversed by political as well as purely economic factors; though the reaction to the former may often prove to be more sentimental than otherwise."

## THE YEARNING FOR PEACE IN CHINA.

## THE GOVERNMENT'S LATEST CIRCULAR.

In connection with the internal peace negotiations, the Cabinet has issued the following circular telegram to all the Tientsin and Shenchang:

"Many telegrams received from the provinces urging the resumption of peace negotiations at Shanghai show the sincerity of the people for peace and tranquillity. During the past year the Central Government has repeatedly issued telegrams and circulars pointing out the seriousness of the situation and suggesting all methods to hasten the conclusion of peace. Unfortunately on account of the discussion among the Southern leaders, we have failed to reach a fundamental solution for all the outstanding problems. We are sorry to observe that all the time there have been troubles and disturbances in the South, where actual civil war has now broken out. In view of the critical situation of the country, we cannot afford to stand aloof, awaiting the common resolution. Efforts should therefore be made to convince the Southern leaders of their fatal blunders. They should understand that the Central Government has not cherished any prejudices but is willing to accept any reasonable terms for negotiation. It is imperative that the union of the country should be effected without any further delay. The conditions of people everywhere in the country are indeed most deplorable, and the unsettled state has prevented the development of their commerce and industry. Foreign aggressions have become more menacing than ever, and the Central Government, in constant financial difficulties, is in a state of the miserable conditions of the people, it is feared that disturbances may break out at any time. Any further delay will be fatal to the interests of the country. For the hope of a satisfactory solution of the situation, the Central Government has decided to resort to all sorts of compromise. No suggestion or advice will be rejected if it can improve the condition of the people and further the interest of the nation. We are certain that no progress will be made if all the people of the country should remain inactive. The Tientsin and Shenchang of the provinces, who are men of ability and experience, should therefore render their assistance in this time of extreme difficulties; and it is hoped that they will adopt means to hasten the internal peace."

## THE AIRPLANE IN INDIA.

## PROHIBITED AREAS FOR AIRMEN.

The regulations for civil aviation published in the *Gazette of India* follow closely the English model, and the chief points of interest in respect to the prohibited areas.

The River Indus is to be the northern boundary of civil flying, save for certain portions of the Peshawar and Derajat districts; the triangular area enclosed between the Karachi-Kotri railway and the right bank of the Indus below Kotri; and the "corridor." One of these is 20 miles wide from Sukkur (exclusive) to Quetta, following the general line of the North-Western railway; the other, a corridor 20 miles wide along the Mekran coast.

All territory lying within three miles of the Arakan at Quetta and within five miles of the Lighthouse at Manora (near Karachi) is to be avoided; also all territory lying within three miles of the south point of the Colaba promontory, Bombay; of Fort Chingai, Malabar; and of the arsenals at Poona, Calcutta, and of the arsenals at other prohibited places.

The Kidderpore Dock, the jetty, the Calcutta, also the River Ganges, between the Botanical Gardens and Howrah Bridge, Calcutta.

Viceroy's Lodge, Delhi (one mile limit); Bridge Budge petroleum depot; Powder-magazine at Moyapora.

The Syriam Pagoda, Rangoon (seven miles limit); and the oil refineries at Syriam, on the Pegu river, and at Seikky and Thilawa, on the Rangoon river.

The Singu and Yanaykang oilfields, in the Magwe district, Burma.

## SHANGHAI PORT PROBLEMS.

The difficulties in the way of Shanghai ever becoming a first-class ocean trade port, says the Shanghai correspondent of *The Times Trade Supplement*, have been brought home to the community there with considerable force recently.

The large trans-Pacific steamers anchor just outside the harbour limits at Wusong, some 14 miles from Shanghai. Recently one of the large *Empress* steamers of the Canadian Pacific Ocean Service was held up for three days because a gale was blowing and neither passengers nor mails could be embarked. This is no isolated incident; that are being made to divert a portion at least of the trade to Tientsin and Dairen, and that the Japanese are making strenuous efforts to make Kobe an entrepot port for the present state of affairs is becoming a menace to the port. Here is the principal trade port of the Chinese Republic under divided control. There is the Concession, the native city, Chapei, and Pootung, each a law unto itself. At a recent meeting of the local engineering society pointed out, "Shanghai has suffered from the lack of one central authority, which would ensure development of the port as a whole." The pointed out the present situation may be realized when it is stated that Shanghai has four waterworks, 12 private electric companies, and four electric light companies.

## SCOTTISH LETTER

## NATIONALISATION LOSING GROUND.

## MR. SMILLIE SULKY IN HIS TENT.

[FROM OUR OWN CORRESPONDENT.]

March 10th.

Whatever may be the result of the coming Trades Union conference, a confident feeling prevails in Scotland that direct action in support of the nationalisation of mines will not be persisted in. We come to this conclusion because we know Mr. Smillie, and note that he has suddenly abandoned all public life and is now sulking in his tent at Larkhall. He and his pet project have of late received several nasty bumps, and he cannot stand bumps. As on many occasions in the past he has become sour and angry, and is hiding himself in his Lanarkshire cottage. He would not have asked or accepted the long leave of absence from the Miners' Federation Executive had his schemes shown any signs of success.

In the Autumn, as I wrote you at the time, Mr. Smillie was greatly offended with the railway men and their strike; he recognized that they "queered his pitch" as to nationalisation. Other Labour leaders were summoned to London, and motored all the way to take part in the great conference, but Mr. Smillie remained at Larkhall, sour and sulky; he has never forgiven the untimely revolt of this section of the Big Three.

It is officially announced that his health has broken down. But that does not convey the whole truth. Without doubt he is suffering from the strain of recent his nationalisation policy prevailing over himself certain he would have discovered the lead.

If, as is suggested, Mr. Smillie is to take a less active part than at present in the leadership of the miners, it will be a poor look-out for such "Labour" men as Webb, Hodges, and the other theorists of the movement. They find Mr. Smillie a man of the people and an ex-miner, a most useful chief or figurehead. The and the rest of the academic gang would make but a faint impression if unassisted by a man actually acquainted with the conditions under which the miners live and work. It is not easy to visualize Sydney Webb with a pick, and it is impossible to picture him presiding at a miners' conference or swaying a miners' mass meeting.

## TIN DISCOVERED IN SCOTLAND.

It is understood that Lord Leverhulme is giving consideration to a report prepared for him regarding the discovery of deposits of surface tin and traces of other metals in the Hebrides. The tin is said to be found on part of Lord Leverhulme's estate and on other islands as well as on parts of Argyllshire and Ross-shire Mainland. There are also traces of lead and copper. From it is said to be found on other islands besides Raasay, where it has been worked by a Glasgow firm for some time. Whether the Hebridean tin can now be worked profitably remains to be seen. It can be taken for granted, however, that if the deposits have a commercial value Lord Leverhulme will not neglect them.

One of the tin discoveries is said to have been made by two scientists when the yachting holiday geologists among the Western Islands. They called at one of the islands for ballast, the wind having freshened somewhat. After putting to sea again the discovery was made that the ballast included lumps of tin-stone. The scientists returned to the island and found that tin was not only traceable on the beach but on the broken face of a neighbouring cliff.

The discoveries of Hebridean tin have aroused considerable interest in archaeological circles, the theory having previously obtained that the tin used in the manufacture of Scottish bronze in prehistoric times was imported from Cornwall. In this connection it is noted that Scottish bronze contains a larger proportion of lead than English bronze. The Gaelic word for tin is "tinn," which also means pewter. Hebridean tin is said to have more than the usual proportion of lead. The discovery is believed to have a bearing on the problem of the Cassiterides (Tin Islands) of classical writers.

It may be mentioned that there are Gaelic tin place-names in the Hebrides and on the mainland.

## LONDON SCOTTISH CLUB.

The scheme of the London Scottish Club is developing. It is not, as originally intended, to be only a regimental club for members of the London Scottish Territorial Regiment; it will be open to every recognised Scottish Association in London, including members and ex-members of the London Scottish sports club. Men who have served during the war in eligible Scottish regimental units will also be eligible. An influential committee, with Colonel George A. Malcolm as chairman, Captain Duncan Blackwell as hon. secretary, and Captain Goggie as treasurer, has been formed, and negotiations have been opened for the acquisition of suitable premises near Victoria Station. Country members will pay a subscription of 15s. and foreign members 10s.

## CHAIR OF RADIOLOGY.

The late Sir James Mackenzie Davidson, early acquired fame by his medical work in Aberdeen. It was, however, as a radiologist that he was most widely known, and during the war he acted as consulting radiologist to the London district. When he died suddenly in April last it was widely recognized that a fitting memorial to his name would be the establishment of a Chair in Radiology at one of the Universities. The movement has gathered momentum, and an influential committee, under the chairman-ship of Mr. Bonar Law has been appointed. The late Sir James Mackenzie Davidson's name is mentioned, is Mr. C. G. Mackenzie, private secretary to Mr. Bonar Law.

## ROYAL ARCH.

The Supreme Grand Royal Arch Chapter of Scotland have elected as officers-bearers for the ensuing year. Earl of Cassillis, First Principal; Archibald Laing, Glasgow, Deputy First Principal; John Sims, Edinburgh, Second Principal; and D. Lowe Turnbull, Edinburgh, Third Principal.

## ROMANCE OF THE RAILWAYS.

Legions of picturesque nomenclature are threatened with an impoverishment of their realm so far as railways are concerned. Whatever form the reorganization of railways may finally take, it is feared that there will be no room in the scheme for the maintenance of those interesting distinctions and rivalries between the various existing companies which afforded so much joy to youth and were not entirely ignored by children of a larger growth. The loss of national and local colour will be keenly felt, and the they are no longer associated with the familiar hours and makes of the engines and carriages of the N.B., the Caley, the G. and S.W., and so forth. Crockett in one of his stories has a railway porter on the P. and W. (oh, blessed initials!) who nourished a grudge against destiny when the South-West engine crossed a territory that had been sacred to the blue engines of the Caley. It was well for this condurvyed conservative that he did not survive into the colorlessly efficient days of the Goddards. What the average traveller, perhaps, will lament most is the vanishing of the great green Highland engine—the Clan Grant or the Lochan Dorn—whose appearance at Perth station at the head of a little following of green, square-built carriages, with mountain rain dripping from their eaves, was the visible token of freedom from lowland toil and dust, and of entrance into the enchanted holiday land beyond the Tay. Oh, spare those Jacobite locomotives, Sir Eric! and let not the haunts of the eagle and the osprey be betrayed by a Sassenach engine from Crowf.

## PERSONAL.

Dr. W. S. Bruce, the Scottish Arctic and Antarctic explorer, is lying in an Edinburgh Hospital. When he returned from Spitzbergen last year he was not in good health, and one of his toes had to be amputated in December. Dr. Bruce is a familiar figure in Edinburgh, especially in the neighbourhood of the Surgeon's Hall, where he has long carried on his research work. For nearly 30 years his life has been given to the cause of Polar exploration.

Lady Bonham Carter, who was invited by the South Edinburgh Liberal Association to contest the seat in the event of a vacancy, has declined the invitation for purely private reasons.

Quite a boom in Paisley shawls has started since Lady Bonham received the present of a fine specimen at the close of the late election. In one recent issue of the *Times* there were six different advertisements offering shawls for sale. Possibly after Sir William Sutherland's election for Argyllshire there will be a rush for tartans.

Professor George Stuart Gordon, the official military historian of the war, is a Falkirk man, and was at Glasgow University before he went on to Oxford and Paris. A soldier on a scholar, he is a Professor of English Language and Literature at Leeds, and served with distinction in the war with the West Yorkshire Regiment.

## ENGAGEMENTS.

Engagements are announced between:—The Hon. Philip Cary, Bluenanthe Pursuivant, younger son of Lord and Lady Falkland, and Esther Mildred, only daughter of Mr. and Mrs. Leon and Miss Leon, who is 20 years of age, was engaged two years ago to the Hon. Alan Burns, who has since become Lord Inverclyde in succession to his father.

Major Herbert Francis Grant-Suttie, D.S.O., M.C., R.E.A., only surviving son of Mr. Robert and the Hon. Mrs. Grant-Suttie, of Balgonie, North Berwick, and daughter of Sir Wm. Leithbridge and of the Hon. Mrs. Walter Yarde-Buller, his first wife. Mrs. Robert Grant-Suttie is a daughter of the seventh Viscount Downe. Her younger son, Archibald Ronald, B.A., died of wounds received in action in 1917, and there are two daughters.

Mr. Aidan's Church, Edinburgh, on the 9th. March, Charles Hope Shields, Commissioner of the Chinese Postal Service, to Peggy, second daughter of Mr. and Mrs. Alexander Stevenson, North British Distillery House, Edinburgh.

## STRIKES ILLEGAL.

The *N.-C. Daily News* of the 16th inst. contains the following Note:—In these days of strikes, attention may be called to an important note in yesterday's *Ministerial Gazette*. Giving judgment on house painters charged with intimidation during a strike, the Assessor said:—

No combination or union; whether it be a Street union, a Student union, or a Trade union, can be allowed to employ such methods amongst a population that is peculiarly susceptible to intimidation; and any attempt to do so will be punished with the utmost rigour of the law.

To this in his monthly-report the Acting Commissioner of Police adds—and it is the point we emphasize:—It is important in these days for all employers of labour to note that striking and causing strikes are punishable offences under the Chinese Provisional Ordinances.

Now how, one wonders, does this affect the student strike!

## NEW PROCESS TO KEEP FRUIT FRESH.

An Australian inventor has discovered a solution which enables cases of apples and oranges, after being dipped, to travel as ordinary cargo to Europe. By the avoidance of the refrigerating charges, it is estimated a saving of 25,000 per 50,000 cases can be effected.



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Our other Annual Exhibitions are: The London Fair & Market, usually held in March for fancy goods, Toys, Sports Goods, Jewellery, etc. The Drapery, Textile and Women's Wear Exhibition, usually held in April.

Admission by ticket only (which may be obtained without payment) on application to the Organisers.

Importing Houses unable to visit this Exhibition should instruct their Buying Houses in England to do so in their interest, giving them a free hand than usual.

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## BARE BACKS AND BACK ANSWERS.

THE NEW HEROINE OF FACT AND FICTION.

A new heroine has come into popular serial fiction, writes Mr. Charles T. Kinn in the *Daily Express*. One could hardly expect the demure fluttering and the nineteenth-century ready-to-faint flutterings of the "young ladies" of Jane Austen and Miss Mitford in the present age of bare backs and back answers.

The new heroine in fiction has marched with the new girl of fact. She is confident. She is "all there." She fears neither mice nor men. She can combine the gentle gaze of the dove with the strategy of a field-marshal. She can face facts. She has been to cinema.

She has forgotten those dear old phrases, "Ask mamma" and "I must have time." If you are going to propose to her at seven, she knew it at six—the day before. She has a keen eye for any flaw in the armour of her knight. She still, however, believes in knights. She has said good-bye to an age when scarcely anything was "proper." She knows nothing of the day, not far back, when a girl would not dream of riding in a cab alone, and when, as in Mrs. Gaskell's "Cranford," if she wished to see an orange she required upstairs to her own over-curtained bedroom to eat it in solitude. Nowadays, she does not mind the juice running down her chin.

SWEET, BUT

The disappointed heroine of yesterday usually went off into a decline, fading daily, and cherishing with mournful fidelity a packet of yellowing letters tied up with pale blue ribbon stained with the tears of her grief. Now she cherishes a yellow packet of cigarettes.

The heroine of yesterday was often a sweet but quite expressionless being, but her successor to-day has ideas of her own and can express them. She does not regard picturesque slang as "unladylike" or repulsive as "hardly proper." Yesterday's heroine, if a being of flesh and blood, tried hard to disguise it, but today's heroine is more of a healthy animal. Imagine what Cranford would have said of a delightful young girl driving a powerful motor-car and picking up officers at the W. Office and driving them off anywhere and everywhere. In a day when the hero would never dare light a cigarette in the heroine's presence, what would they have thought of the modern heroine who whips out a silver cigarette case or paper packet of "gaspers" and offers them to the men?

MODERN SLANG.

The vocabulary, too, of the heroine of to-day is robust. It is often strange and terrible. What would they have thought of it in those Victorian days when it was wrong to mention the simple garment then only mentioned as "unmentionables"? There is something to be said for a generation that dares, without a tremor, to voice the dreadful word "trousers."

But is there such a change, after all? The modern girl may say "old bean" or even "old top." She may be a chain smoker, a robust talker. She may live in a bachelor flat, motor along the road, or fly in the air, work in farm or factory in breeches, and refuse to faint at a swear word or a mouse, or a proposal. She may do many things they didn't do at Cranford, but the girl of 1920 has something in common with the girl of 1820 or of 1820. For all her changes she has a heart. She can say, adapting Shakespeare's words, "I am a woman, therefore to be wooed." I am a woman, therefore to be won.

So, both in fiction and in fact, after the war as before it, the best thing in the girl is the woman.

This early Victorian girl with the faded rose-leaves and the yellowing love-letters and the tiny sentiment, "do we want her back? No."

"We have a girl to-day, unchanged from the days when Wordsworth described her as 'Not too bright and good for human nature's daily food... yet something of an angel.'"

The best thing that can be said about the heart and mind of a woman to-day is in the French phrase, "The more it changes the more it is the same thing," which is not quite so absurd as it sounds.

## ENTERTAINING EPITAPHS.

In a search for the unusual, one would scarcely expect to come across it on a tombstone. But full justice can in some cases be done to a deceased in a single word.

There is a stone in Leamington Cemetery dedicated to the memory of one J. T. Burgess, who before laying aside the trammels of this mundane sphere edited the "Leamington Spa Courier." His career and end are adequately summed up in one word: "Resting."

A departed auctioneer who lived in the city of Worcester had inscribed on his memorial stone as an epitaph, "Gone." Brief, economical, and retrospective. In a Sussex graveyard may be seen a stone on which are chiselled, after the name and date of death of the deceased, just two expressive words—"He was." Surely a sermon in nutshell.

But two of the strangest as well as the briefest epitaphs are to be found on stone in Cane Hill Cemetery, Belfast. On one of them, erected to the memory of a lady fellow by one who evidently knew him well, are the words "Asleep (as usual)." On the other, "Left Till Called."

A certain photographer has this inscribed over his grave: "Here L. Lie, Taken from Life."

## EXCESS LUGGAGE BY AIR.

Travellers to the Continent are adopting the method of sending their excess luggage by air on Handley Page commercial aeroplanes. This is the speediest means of sending luggage in advance yet devised, and a large increase in this form of air traffic was anticipated during the holiday seasons at Easter and Whitsun.

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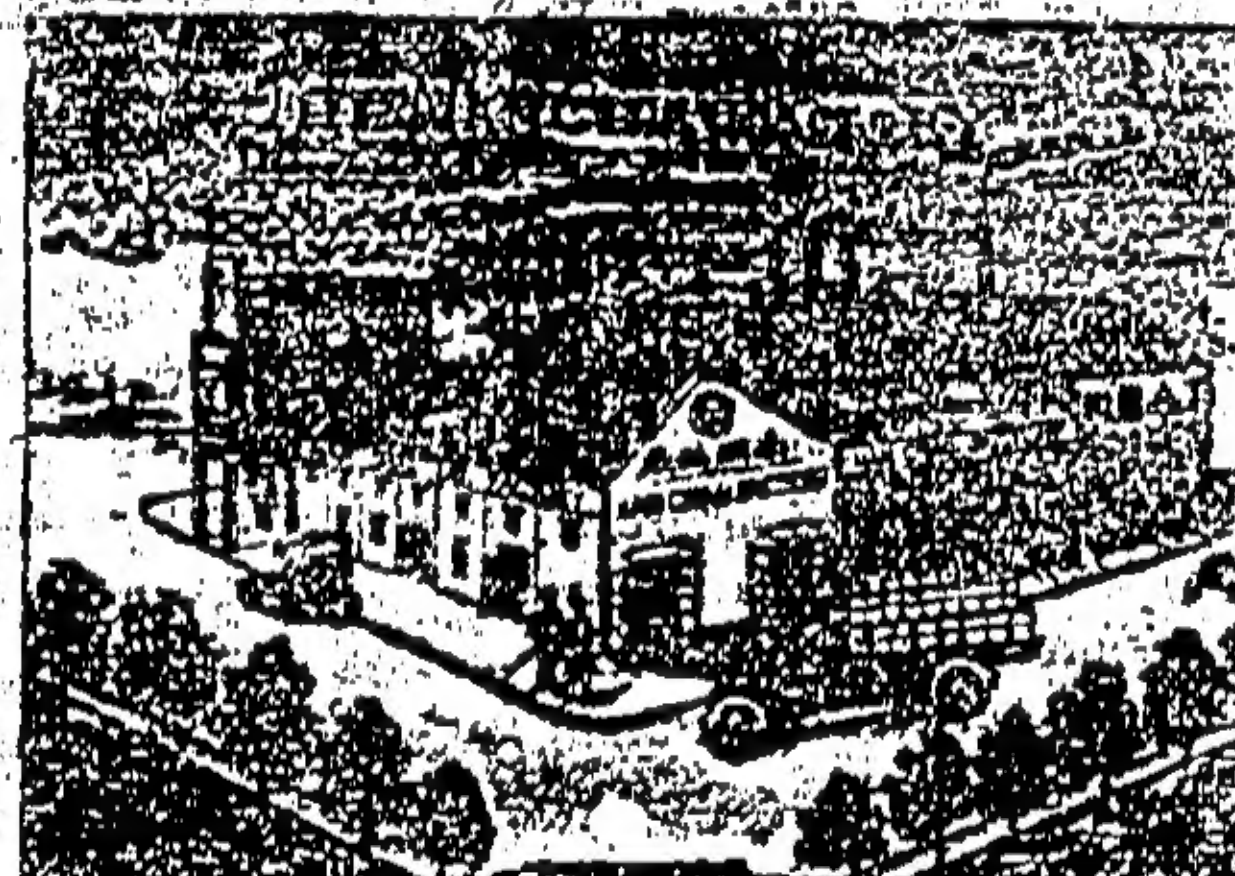
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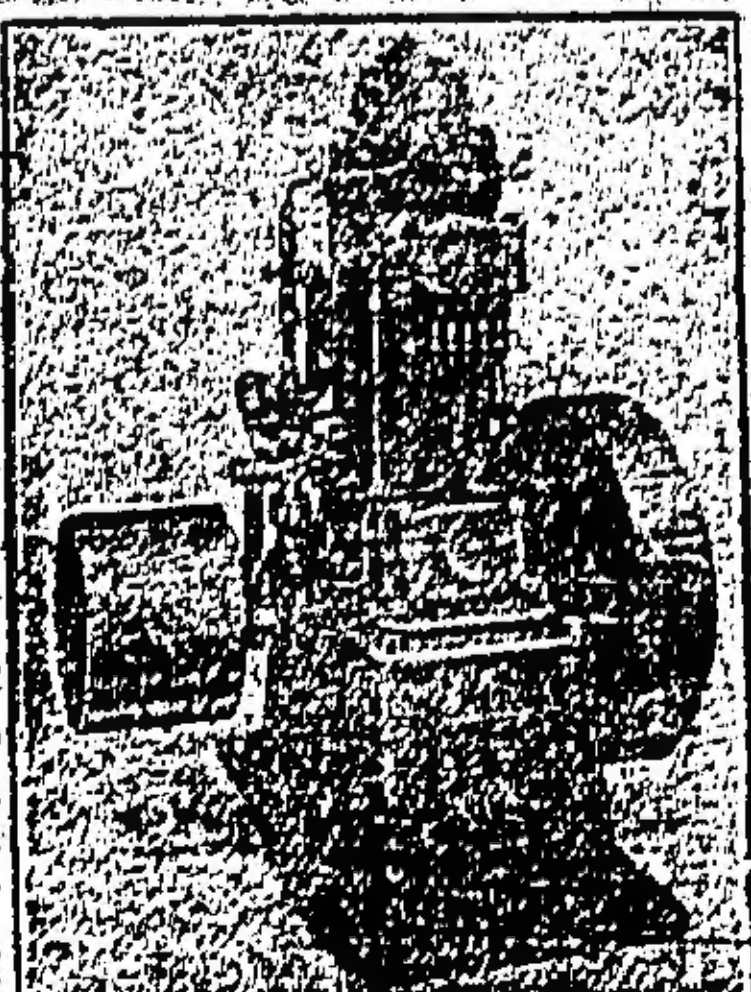
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## SHIPPING NEWS

## ARRIVALS.

April 21st.  
*Chongyue*, Chinese str., 338 tons, Capt. Michaeloff, with a general cargo.—  
 Wai Fat S.S. Co.  
*Muttra*, British str., 2,985 tons, Capt. Morgan, from Calcutta, with a general cargo.—M. M. & Co.

April 22nd.  
*Footee*, Chinese str., 350 tons, Captain Miyasaka, from Wei-hai-wei, with a general cargo.—Yue Tai Hong.  
*Hirado Maru*, Japanese str., 985 tons, Capt. Furukawa, from Keelung, with a cargo of coal.—M.B.K.  
*Quichon*, British str., 1,570 tons, Captain Lovegrove, from Canton, with a general cargo.—B. & S.  
*Isoco*, American str., 932 tons, Captain Flous, from Manila, with a general cargo.—Crimble & Co.  
*Kwang Lee*, Chinese str., 1,408 tons, Capt. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.  
*Quichon*, British str., 1,074 tons, Capt. McDowell, from Shanghai, with a general cargo.—B. & S.  
*Pan Fan*, Portuguese str., 233 tons, Capt. Costa, from Huihow, with a general cargo.—Tai Fung.  
*Ning Chuan*, Chinese str., 313 tons, Capt. Kwok Shan, from Huihow, with a general cargo.—Eastern Navigation Co.  
*Ehrens*, British str., 4,294 tons, Capt. Taylor, from Shanghai, with a general cargo.—B. & S.  
*Sauwara*, Japanese str., 2,443, Captain Morita, from Yokohama, with a general cargo.—Dodwell & Co.  
*Teaser*, British str., 3,781 tons, Captain Wallace, from Colombo, with a general cargo.—B. & S.  
*Fuchang*, Chinese str., 304 tons, Capt. A. Laitovetsky, from Swatow, with a general cargo.—Po Lee Co.

## CLEARANCES.

April 21st.  
*Wingah*, for New York.  
 April 22nd.  
*Argonauta*, for Singapore.  
*Bendloch*, for Yokohama.  
*Pink Sun*, for Singapore.  
*Pink Sun*, for Takao.  
*Hirado Maru*, for Keelung.  
*Kashima Maru*, for Chingwantao.  
*Kueilin*, for Canton.  
*Kueilin*, for Canton.  
*Pusan*, for London.  
*Nanning*, for Shanghai.  
*Tsuyama*, for Yokohama.  
*West Nyer*, for San Francisco.  
*Yanzu*, for Singapore.

## PASSENGERS.

Per s.s. *Muttra*, on April 21st.:—Lieut. W. D. Daly, Rev. and Mrs. C. H. Suckan, Messrs. J. Dewar, R. Pringle, S. D. Ker, E. C. Eason, D. Dorab, Mr. and Mrs. Brady, Rev. and Mrs. Scott, and Mrs. States.

## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Saga Maru* (American line) left Manila for this port on April 21st, and is expected here to-day.  
 The N.Y.K. s.s. *Yokohama Maru* (European line) left Shanghai for this port on April 21st, and is expected here on April 24th.

## "SILESIA" RETURNED TO CHINA.

Reuter's Shanghai agent says it is understood that the Lloyd Triestino Steamship Company has decided to hand over the steamer *Silesia* to the Italian Government for disposal. It is further intimated that the Italian Government propose to return the vessel to the Chinese Government, possibly compensating the Lloyd Triestino Company for the loss of the liner.

## WEATHER REPORT.

April 22nd, at 12.17.—No returns from Japan, and Vladivostok.

Pressure has increased considerably at Shanghai, and slightly to unduly over Formosa, and the east coast generally; it has decreased slightly elsewhere.

The anti-cyclone has strengthened, and appears to have moved into the Yellow Sea.  
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 9.06 inches, against an average of 9.88 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast:  
 Hongkong to Gap Rock:—(N.E. winds strong, moderating; fair.  
 Formosa Channel:—The same as Hongkong and Lamook.  
 South Coast of China between Hongkong and Lamook:—The same as Hongkong and Lamook.  
 South Coast of China between Hongkong and Hainan:—The same as Hongkong and Lamook.

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## UNCLAIMED TELEGRAMS

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES FROM  
 Herowitz, Hotel Carlton ... Shanghai  
 1184 ... Shanghai  
 Leemue, 142, Duckpoodoooh ... Shanghai  
 Kichik-hiroto, ex. Nishina ... Osaka  
 Chinghan, Kiamoteng ... Amoy  
 Bank ... Chafoo  
 Tackhan ... Amoy  
 Mr. Liu H-noh Hurg, c/o Tatum (Great Eastern) Hotel ... Peking  
 1129, 3638, 6794, 1845, 0834 ... Shanghai  
 0046, 6714, 4545, 1121 ... Shanghai  
 Woonang, Sheungwan ... Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESSES FROM  
 Alexis Capita, Sonoma ... Naudiah  
 Arthur Brown, Hongkong Hotel ... Manila  
 Borneo ... Manila  
 Capt. Glaser, s.s. Eryon ... San Francisco  
 Carraion ... San Francisco  
 Dr. James Gallagher, Dentist ... Zamboanga  
 Dikoff ... Boloit, Wia  
 Graham Griggs ... Bloomington, Ill.  
 Graifmoore ... San Francisco  
 J. W. Stewart, care C.P.O.S. ... Manila  
 Lamce ... Sydney  
 Piccott ... Sydney  
 Sierra ... London  
 Thornhill ... San Francisco  
 Uvaz ... San Francisco  
 Vargelder, Hongkong Hotel ... Munk

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES

S.S. "WEST NIGER" VOY. 10UT.

FROM SAN FRANCISCO VIA JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees are hereby notified that General Average has been declared and before delivery of cargo can be given they must sign General Average Bond, furnish completed valuation statements and pay a General Average contribution of 1 of 1 per cent of the invoice value of the goods. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 21st, at 10 a.m. All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after April 22nd, will be subject to rent.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY  
 Hotel Mansions.  
 Hongkong, April 17th, 1920. (77)

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON BOMBAY, EGYPT, MEDITER- RANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavian, American, Continental, and South African Ports.

THE Homeward Mail Steamer carrying His Majesty's Mail, will be despatched from this port about May 12th, 1920, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the connecting Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co.

Post Box 113  
 23 Des Vaux Road Central

## CP OS

## HONGKONG &amp; VANCOUVER

STRAITS	HONGKONG	VANCOUVER
Empress of Russia	May 6	May 24
Empress of Japan	May 28	June 16
Empress of Asia	June 8	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

Passenger Fare Hongkong to United Kingdom  
 Empress of Russia 16850 Tons Reg. Gold, 800 Tons Reg. Silver, 8485.  
 Empress of Japan 16850 Tons Reg. Gold, 800 Tons Reg. Silver, 8485.  
 Empress of Asia 16850 Tons Reg. Gold, 800 Tons Reg. Silver, 8485.  
 Monteagle 16850 Tons Reg. Gold, 800 Tons Reg. Silver, 8485.

Fares and other information please apply to HONGKONG OFFICE.

Telephone 752

Cable Address: CANADIAN PACIFIC

OCEAN SERVICES

## DODWELL &amp; COMPANY, LD.

## STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "BOLTON CASTLE" Sailing on or about Middle of May.

## LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "AFRICA" Sailing on or about 26th April.

For BRINDISI, VENICE & TRIESTE via SINGAPORE

PENANG, COLOMBO, ADEN & PORT SAID.

## S.S. "INNSBRUCK"

Sailing on or about April 27th.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Reg. at Services between

JAPAN, HONGKONG & JAVA.

For JAVA

S.S. "SAMARANG MARU" Sailing on or about 25th April.

For JAPAN

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYU KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAI LINE OF STEAMERS.

"AEING" Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents 110

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Wednesday, May 19th.

ALSO

S.S. "WEST INSKIP" ... End of April for San Francisco via usual ports of call.

S.S. "WEST KASSON" ... Late April, for Baltimore, via Suez and usual Ports of call.

## HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions

Cable Address: "SCUANO"

Telephone 114

## N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports  
 Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.  
 TOYOHASHI MARU (calling Manila) ... Wednesday, 5th May, at 11 a.m.  
 KASHIMA MARU (calling Manila) ... Saturday, 12nd May, at 11 a.m.  
 FUSHIMI MARU ... Tuesday, 18th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

YOKOHAMA MARU ... Sunday, 23rd April, at Noon.  
 TAWRA MARU ... Friday, 30th April, at Noon.  
 MISHIMA MARU ... Friday, 14th May, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Thursday, 27th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

WAKARA MARU (calling Genoa) ... Monday, 3rd May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 30th April, at 11 a.m.  
 AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Murosa, San Francisco, Panama & Colon.

TSUYAMA MARU ... Wednesday, 18th April.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KIM MARU (calling Colombo) ... Wednesday, 28th April.

TENSEN MARU ... Monday, 10th May.

CALCUTTA & BANGCOON via Singapore & Penang.

YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ETANU MARU ... Tuesday, 27th April, at 11 a.m.

TENSHO MARU ... Friday, 30th April, at 11 a.m.

TOTOMI MARU ... Tuesday, 4th May, at 11 a.m.

YETOROFU MARU ... Tuesday, 4th May, at 11 a.m.

INABA MARU ... Thursday, 20th May, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223

ASUDA, Manager.

## For NEW YORK &amp; BOSTON.

## THE U.S. SHIPPING BOARD

## S.S. "DRYDEN"

May 10th.

Via PANAMA.

## S.S. "RADNOR"

May 10th.

Via PANAMA.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE

Telephone 2477 & 2478

AGENTS

5th Floor  
 HOTEL MANSIONS

## LOS ANGELES PACIFIC NAVIGATION COMPANY

HONGKONG

TO

LOS ANGELES CALIFORNIA, U.S.A.

Due Inwards

ABOUT

SAILING FOR LOS ANGELES

ABOUT

S.S. VINITA ... May 15th ... S.S. VINITA ... May 17th.

S.S. WEST NIVARIA ... June 15th ... S.S. WEST NIVARIA ... June 17th.

S.S. WEST MONTPEL ... July 15th ... S.S. WEST MONTPEL ... July 17th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Prince Building, Chater R.

Branch Office—Kobe, Shanghai, Tel. No. 1062.

Manila, Singapore CHAS. E. RICHARDSON, General Agent for South China.

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## HOLLAND-EAST ASIATIC SERVICE

"NEDERLAND" ROYAL MAIL.

## "ROTTERDAM LLOYD" JOINT SERVICE.

Regular monthly service from

JAPAN PORTS, SHANGHAI AND HONGKONG TO AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

Sailings subject to alterations.

FOR

ROTTERDAM & HAMBURG ... "TITABOEM" ... About end of May

AMSTERDAM & HAMBURG ... "BAIJAN" ... About end of June

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN

General Agents

York Building

Tel. No. 1974



**AMERICAN & ORIENTAL LINE**

For HAVANA & NEW YORK via Panama Canal.  
S.S. "LUERIC" April 29th.

Subject to change without notice.

**ORIENTAL AFRICAN LINE  
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

**"ELLERMAN" LINE.**

(RUESSMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "KAZEMBE" ... 20th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.  
General Agents.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

CHEFOO & TIENTSIN... "HUICHOW" ... On 23rd April, 4 P.M.  
NEWCHANG... "FOOCHOW" ... On 24th April, 2 P.M.  
SHANGHAI & TIENTSIN... "TEAN" ... On 24th April, 4 P.M.  
SWATOW & BANGKOK... "CHINHUA" ... On 27th April, 10 A.M.  
AMOY, SHANGHAI & PUKOW... "SHANTUNG" ... On 27th April, 4 P.M.  
SHANGHAI... "SINKIANG" ... On 28th April, Noon.  
SHANGHAI & TIENTSIN... "YINGCHOW" ... On 1st May, 4 P.M.  
MANILA, CEBU & ILOILO... "TAMING" ... On 4th May, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Yangtze and Northern China Ports. Passengers are aided in Shanghai, avoiding the inconvenience of transshipments at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW**

AND RETURN.

(Occupying 2 to 10 Days).

"MORIALTA" (Hullong) Capt. Ed. Walker FRIDAY, 23rd Apr., at 2 P.M.  
"HALHONG" Capt. W. C. Passmore TUESDAY, 27th Apr., at 1 P.M.  
"HAICHING" Capt. A. H. Stewart FRIDAY, 30th Apr., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Managers.

**NEW YORK DIRECT.**

Joint Service of the

**"BLUE FUNNEL" LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong—

"CITY OF COLOMBO" ... via Suez ... 12th May.  
"EURYMACHUS" ... via Panama ... 25th May.  
"HOWIE HALL" ... via Suez ... 27th May.  
"TELEMACHUS" ... via Panama ... 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.  
HONGKONG and CANTON BEISS & CO. CANTON.

**P. & O. - BRITISH INDIA.****APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN Gt.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

	Tons	From Hongkong (about)	Destination
"NORE"	6,700	6th May	MASSILLON L'BOY & ANTWERP.
"DUNERA"	5,400	12th May	Singapore, Colombo & Bombay.
"NOVARA"	7,000	22nd May	Marseilles, London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS (South)**

"GREGORY APCAR" 4,600 25th April Straits, Rangoon & Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	1st May	Sandakan, Thursday Island
"EASTERN"	4,000	15th May	Queensland Ports and Sydney, Melbourne.

**SAILINGS TO SHANGHAI & JAPAN**

	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,700	21st April Noon	Shanghai & Kobe.
"NOVARA"	7,000	27th April	Shanghai & Japan.

\* CALLS AT ANTWERP \* CALLS MANILA

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by R.I.S.E. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DONALD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG Agents.

**TRANS-PACIFIC FREIGHT SERVICE**

Operating 125 Tonnage U.S. Vapour's Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe)

"EDMORE"	About April	30th
"WEST HARTLAND"	About May	10th
"ICONIUM"	About May	25th
"CROSSKEYS"	About June	2nd

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"COAXET"	About April	28th
"WARAN"	About May	15th
"MONTAGUE"	About May	10th
"ABERCOM"	About June	20th

For Freight and Particulars apply to

**THE ADMIRAL LINE.**

Telephone 2477 & 2478

Fifth Floor, HOTEL MANHATTAN.

**CHINA MAIL S.S. CO., LTD.**

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 16,500 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" June 2nd "CHINA" May 19th "NILE" May 15th

An unsurpassed high-class passenger service.

Princes Buildings O. H. RITTER, Freight and Passenger Agent  
11, House Street Tel. 1943

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	May 3rd.
TEIKYO MARU	22,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	22,000	June 17th.
PERSIA MARU	8,000	July 5th.

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 7th.
KIYO MARU	17,200	July 13th.
ANYO MARU	18,600	Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Port of Call in Japan, free of charge.

**FREIGHT SERVICE.**

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

CHOYO MARU ... ARRL or MAY.

For all information as to rates, freight space, sailings, etc., apply to—  
Y. TSUTSUMI, Manager, King's Building.  
Telephone 2374 and 2375.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE" 10,000	On or about 1st May.
	"POETHOS" 10,000	On or about 15th May.
	"AMAZONE" 10,000	On or about 6th June.

SHANGHAI (Only) ... "ANDRE LEBON" 20,000 On or about 26th April  
SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID ... "ARMAND BEHIC" 10,000 On or about 11th May.  
\* calling at Haiphong

Cargo boat for EUROPE to call at MARSEILLE, and if sufficient inducement offered, GENOA, HAVRE, DUNKERQUE, ANTWERP, ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,  
Acting Agent,  
Queen's Building

Telephone 740.

**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYANA MARU" ... Tuesday, 4th May.  
"HAYRE MARU" ... Tuesday, 8th May.  
\* Call Marseilles.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Friday, 23rd May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" ... Beginning of May.  
"SIAM MARU" ... Middle of May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 10th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago

Milwaukee and St. Paul Railway

"AFRICA MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 8th June.

JAPAN PORTS—Mori, Kobe, Yokohama, Yokosuka.

KEELUNG via SWATOW, AMOY—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 25th April.

For TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

No. 1, Queen's Building.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TANUYAN" 19th May 24th May

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Very good Fare Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.



